CYCLE NEWS®

★MOTOCROSS★
Arizona, Austria & Switzerland
★ROAD RACE★
Europe's Daytona
★BIKES★
Montesa & works 125's

Dallas: Roberts going away

Volume XIII : Number 15 : April 20, 1976 50¢

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

First "Reverend," now "Super Sleuth" Malcolm Smith: Seems a pair of bikes belonging to Malcolm's buddies were ripped off overnight at the Tecate 500. Ol' Malcolm spent half of Sunday trackin 'em down by their tire prints, which eventually led to a suspicious lookin' farmhouse. Malcolm rode back to town, got the Federales, and nabbed a pair of locals in the act of tearing down the missing bikes. Betcha they won't do that again.

For the May 1-2 Cal City GP, DRA has changed to a convention GP start on safety and land use grounds. The start will be from the center of town, ten man rows, 35 row max per class. Computer scoring will even give the back-row starters their proper handicap, long as the gadget don't blow a fuse.

W/ERA's April 17-18 road race at Las Vegas is cancelled, leaving April 24-25 Texas World and May 8-9 Willow Springs as the next Western race dates, both Divisionals.

AFM's Board of Directors considered a W/ERA offer of a merger/agreement similar to the one concluded with CRRC and decided to pass.

Dave Aldana is entered with Dale Alexander on a Dale/Starr Z-1 for the AFM Ontario Six-Hour road race. Venezuelan Roberto Pietre, a buddy of Cecotto's, will join Cycle World's D. Randy Riggs on an unspecified bike. Maybe they'll dust off the Can-Am again?

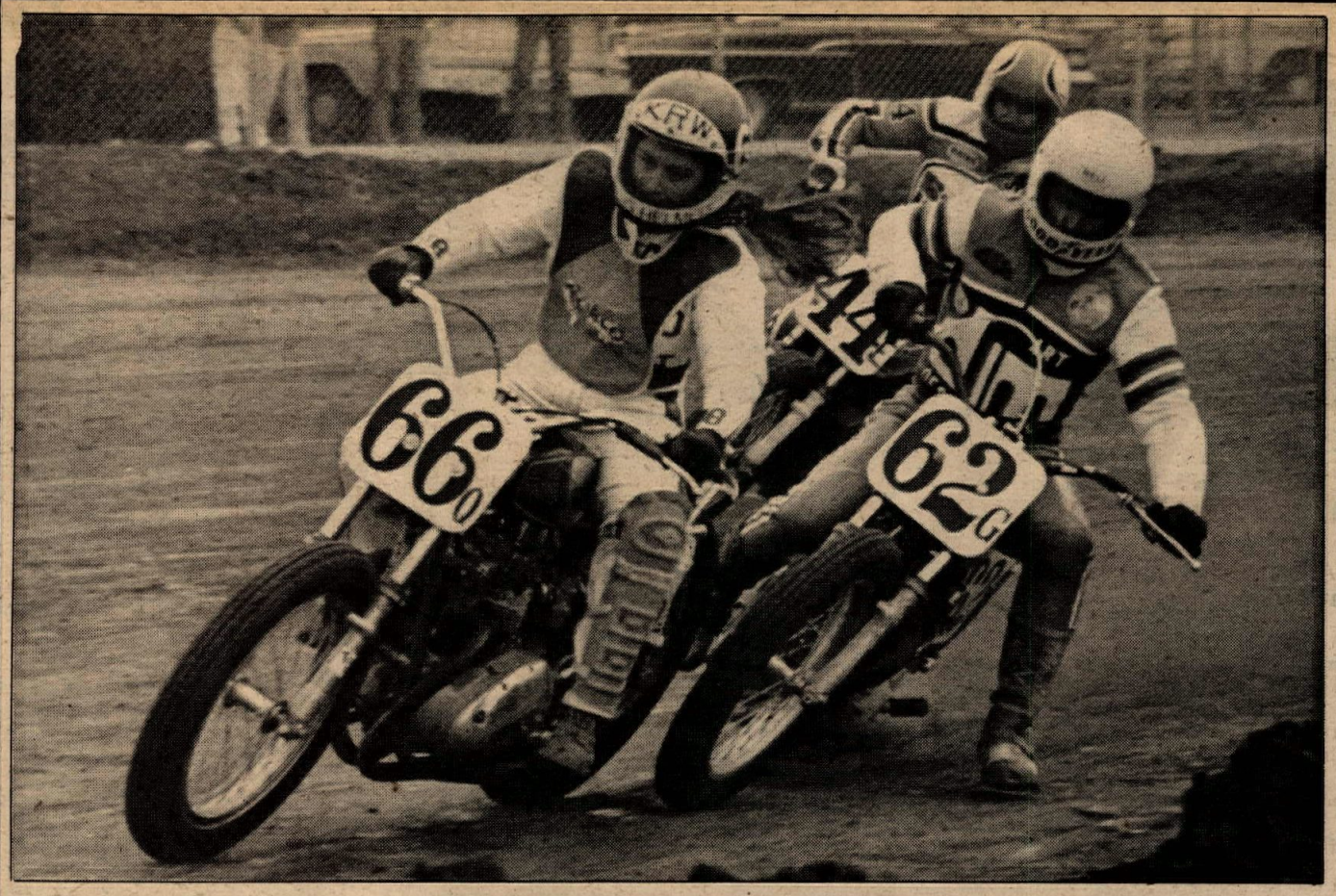
BLM FLASH for NorCal folks around Ukiah. Public workshops are scheduled for April 22 at 7 p.m. in the Lakeport Courthouse and April 24 at 1 p.m. in the Nokomis School, Ukiah, to discuss a draft management plan for Cow Mountain. Interested parties have been invited to attend and comment. Call (707) 462-3873 for more details.

HosPITal Stop: Yamaha's trials contender Mick Andrews is out of action for a month with a broken foot. A broken foot complicated by severe infection of a footpeg-inflicted gash also sidelined Motorcycle Weekly editor Tom Beasley; and AMA's Dave Despain broke his ankle while "warming up" for an AMA staff picnic — which he missed.

Two Japanese and two Americans in American Honda jackets were spied spying out the 125cc GP site at Laubus-Eschbach, West Germany. A scouting expedition for Smith, Karsmakers & Co?

Bultaco now has a 185 pound, alloy monocoque watercooled 125cc twin road racer ready for Angel Nieto to try out in FIM road race rounds. Over here, rumor has Rokon approaching MC Enterprises to build a watercooled 250 twin roadrasher complete with automatic transmission. Fantasy Factory wants to build a watercooled XL410 thumper in a monoshock frame with street-legal electrics and plumbing, but can't find a fool with enough money.

The southern California Director of the BLM, Delmar Vail, for four and a half years the unlucky middleman in ORV vs. Anti-ORV desert disputes, recently resigned and went to Wyoming. No successor has been named.



Williams benefit at San Jose

(Above) Long hair flying, Diane Cox about to get bumped by slidin' Art Friendenburg (62) as the Experts had at it on a track barely salvaged from the week's rains. (At right) Rick Delacey (165) leads Steve Carillo in the Novice show as Scott Nelson tries to hitch a ride. For story and results, see North Dateline, page 27.

PHOTOS BY DAN MAHONY

Eldorado Nat'l. Forest, California has released a Draft ORV Plan which appears to make some 60-70 percent of the land area available to some kind of trailriding, either open or designated routes, subject to the usual fire season or wet season spot closures. A public meeting for final comment will be held at 7:30 p.m. May 5 in the cafeteria of Ponderosa High School, Ponderosa Rd., Shingle Springs, CA. Don't let a good thing slide — be there if you ride the area and want to stay on top of things.

MODOC RIDERS: Modoc Nat'l. Forest is soliciting inputs on ORV planning, deadline is April 30. If you ride the area and can tell them specific trails or areas that should be kept open to bikes, or can tell them specific kinds of ORV or trailbike activity that's "compatible" with other forest users, send them a letter. Address Forest Supervisor, Modoc N.F., 441 N. Main St., Alturas, CA 96101. If you think they ought to hold a public planning meeting, tell them that, too.

The Dinosaurs are riding again for their yearly trek to Perris Raceway and the Dirt Diggers M.C. third annual Dinosaur run. Fast and furious four-stroke racing at its finest will take place on the famous Perris long track. No two-cycles will be seen or heard. Check the calendar page for entry info.

The NMA Mini Nationals held at Indian Dunes over the April 9-11 weekend drew over 1200 entries, making it one of the largest closed-circuit events in the country. Full story and results are due next week. Hang in there, mini-readers.

Latest hot trials rumor: Don Sweet (1975 National runnerup) to ride Montesa in the coming U.S. National Championship rounds.

Steve Eklund, swallowing any disappointment from the National the night before, won a daytime short track at Ross Downs, Tx., after Billy LaBrie crashed in the Main.

James Kelly, 14, was injured by a metal cable stretched across a dirt road that he was riding his bike on two years ago. For five months James was unconscious; he cannot speak or walk. On April 1, the landowners who erected the "neckbreaker" agreed to pay Kelly $350,000 cash, plus $25,000 a year for the rest of his life.

Honda execs drew a special citation from the National Board of YMCAs for the firm's participation in the "Y's" NYPUM (National Youth Project Using Minibikes) over the past five years. To date, over 30,000 kids have been hooked out of the asphalt jungles for at least a brief taste of freedom. To that end, Honda has donated 10,000 minibikes plus support.

Team "colors" for the five league speedway sides will be matched sets of far-out leathers. Ventura's Sharks will wear black with orange trim; Orange County's Eagles (Costa Mesa) will be decked out in orange with black and blue trim. Black and blue? That's gettin' kinda close to home . . .

Briggo's trophy as team captain of the winning European side in the "Hebrew Nationals" (the relocated U.S. vs. Rest of World match) is this old oil lamp they dug up somewhere near Jerusalem. He rubs it and Harry Oxley appears to say, "You get three wishes, but the first two don't count."

Mark Cherry, mentioned earlier as a British League signee, returned to the states after a so-so overseas debut and is expected to sign with a SoCal league team. Mike Curoso, meanwhile, is apparently fixed to ride in England for the rest of the season.

U.S. Suzuki has recalled all RM 250's between the frame number 10001 and 13900 and RM 370's between 10001 and 13200 because of a defective damper rod assembly. It is advised that you do not ride your bike, but take it to your dealer immediately and he will install a new improved part at no cost. All bikes with numbers higher than those stated are already equipped with the improved part.

DATES & DATA

AMA/Camel Pro road race changes

The change-of-venue from Ontario to Riverside is official for the October 2-3 road race National, according to AMA's Mel Parkhurst. The meet at Riverside International Raceway, next to last stop on the 1976 championship trail, will be two days of qualifying and racing, capped by a 75-mile "sprint" final for the 750s. This will be the Riverside facility's first AMA National.

In the same release, it was announced that the weekend purse for the July 31-August 1 Champion Spark Plug Classic at Laguna Seca has been increased to $45,000 from $34,000 as the feature Camel Pro Series National will be a 200-miler, broken into 100 mile heats. The format change has caused some comment among riders who feel that Laguna's pit lanes aren't set up to safely handle the heavy in-out traffic of gas stops which the longer races will make necessary.

SRA '76 off-road calendar

Sportsman Racing Assoc., Ron Vincellette at the controls, has a varied events schedule of GP, team racing, Hare & Hound, MX and enduro laid out. One that tweaked our curiosity was a "Gamblers Special" Barstow-to-Vegas enduro set for October 30. Sort of a Phantom Duck pre-ride? Coming events:

APR. 25	Tehachapi GP
MAY 2	Spring Fling Enduro
MAY 16	Riverside GP
MAY 23	Carlsbad Scrambles
MAY 30	MX—Antelope Valley
JUNE 6	Lone Pine Enduro
JUNE 27	120 Mi. H & H
JULY 18	Riverside GP
JULY 25	Desert Team Enduro
AUG. 8	Crack O' Dawn Enduro
OCT. 3	Red Mtn. Enduro
OCT. 10	Hare & Hound
OCT. 30	Las Vegas Enduro
NOV. 20-21	Riverside GP
DEC. 5	Fun Run Enduro

For entry info write SRA, P.O. Box 3882, Torrance, CA 90510 or call (213) 320-1015.

MCRA's Mid-America schedule

The Midwest Cafe Racing Association's second season of Amateur road racing will run seven events at Mid America Raceways, Wentzville, Mo, dates as follows:

APR. 23-25	Non-spectator
MAY 21-23	2nd Ann. Gateway Classic
JUNE 25-27	Spectator
JULY 23-25	Spectator
AUG. 27-29	Spectator
SEPT. 24-26	MCRA Bicentenial Championship
OCT. 22-24	Non-spectator

Classes to run are Production, Modified Production, and Grand Prix. Sidecars may run, and there will be free racing for vintage thumper riders.

Fridays from 3 p.m. to dusk are tuning sessions with Saturdays providing scheduled practice and grid heats. On Sundays there will be morning practice with afternoon finals.

Interested riders should contact the Midwest Cafe Racing Association, P.O. Box 886, Florissant, Mo. 63033 (314) 968-4144.

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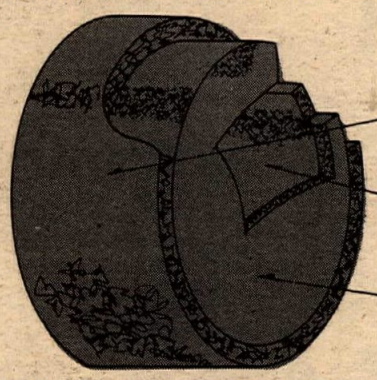

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ON THE COVER: King Kenny captures another Camel crown. Fleeting photo by Dave Nielsen.

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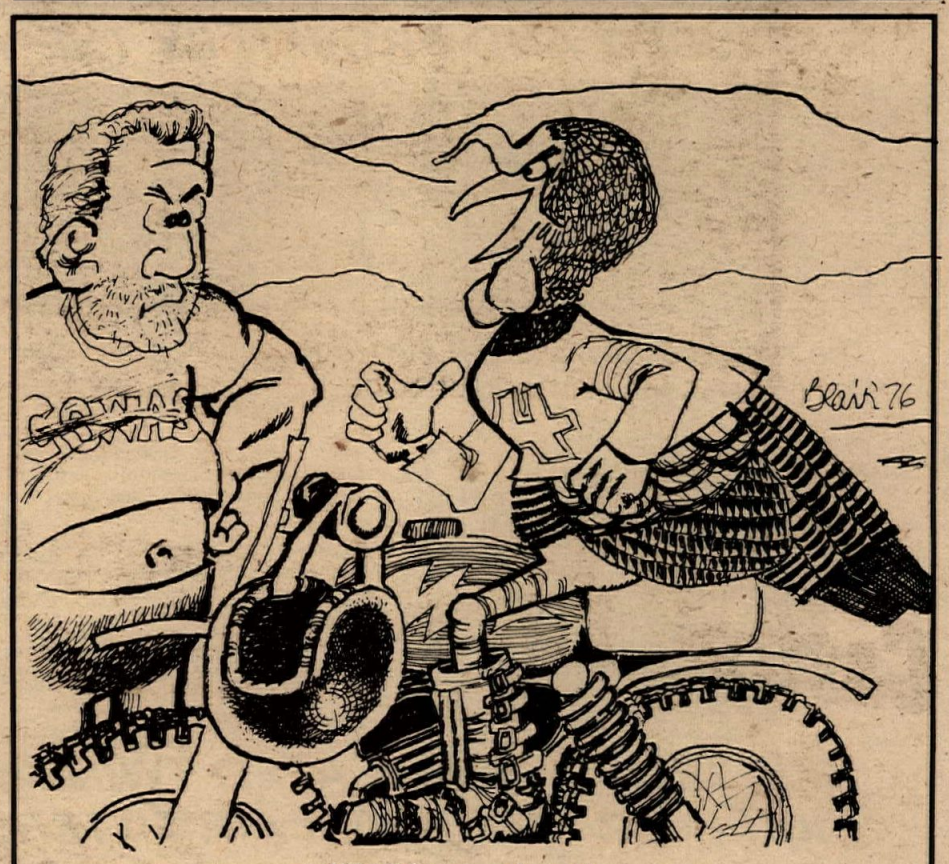
VOICES OF THE WEST



What'd you call me!?

Ready, aim, fire

Congratulations! We thoroughly enjoyed your takeoff in the April Fools Issue. Of course, you realize that this means a retaliation is in order.

Keep your eye on the August issue of MC for one of our typical tasteful reponses. Until then, keep your lizard in the shade.

RICK SIEMAN
Editor, Modern Cycle
AMA No. 32, Motocross

Don't mention it

Thank you No. 147 (?) for helping me up that God-awful hill at the Candy Ass.

No. 97Y

Robert's rules of order

Let me second Mr. Ashbury's dismay over the cover of the March 23 edition. I don't think it was funny either. I keep Cycle News in my living room. Great rag, but bad cover. P.S. The March 30 cover was outa sight!

JOE STEARNS
Tujunga, Calif.

Straight answer

Does anyone have a method of keeping the chain from rubbing on the shock spring of the Suzuki RM 370?

LAVERN GARTON
San Bernardino, Calif.

When the stock chain gets out of adjustment it will slap against the shock spring, but will cause no damage if properly adjusted. If you have a persistent problem then you should check for a bent rear axle or swingarm . . . Ed.

Another trouble maker

Re: Dennis Ashbury's letter about the March 23 cover illustration. His letter, although the only one, must represent an awful lot of opinions because I heard numerous negative comments on the cover all week. Including one much respected and known race promoter's feelings that it was negative public relations. And we cannot afford to be humorous at the expense of our image.

DAVE DESTLER
D-37 No. 18

The family that plays together

I would like to thank the ambulance crew, and all the wonderful people who assisted my family at the DRA European Scrambles March 21st, when my wife, brother and father were involved in a collision while refueling my bike.

Richard, my brother is recovering in the Victor Valley Hospital in Victorville after undergoing surgery for a ruptured spleen and damaged kidney. Debbie, my wife is recuperating well with torn ligaments of the rib cage, and my Father Jim is doing fine with a new tooth and a very sore head.

It is comforting to know there's always people willing to lend a helping hand when disaster strikes. A special thanks to the doctor near the scene of the accident for his assistance.

We will all look forward to returning to the desert soon and again be among friends.

JIM ARTZ
No. 37 Open Am.
China Lake, Calif.

Constructive criticism

I just couldn't contain myself from writing no longer. I'm a good friend of that good fellaw you raciests called da'Greek and make deflamitory remarks against in a various recent issue of your rag. Knowing this swell person personally myself, I'z know him to be a much worse particular then youd fix him up to be. He sleeps on the ground under his '36 Willys three-quarter ton truck and scraps food from the dogs of the mechanics of unsponsored riders. In no way does he travelst amongst the higerarcy of motordome as you earstwhile discribe. You guys is no better than Superchunky in the way you bedwiddle the fine sport of motocross with noaccounts such as the Greek. When you all gonna start printing some down to earth stuff like them old Billy Barkfeather verses John DeSoto race reports, and road tests of Ruben sandwiches and Honda killer 50s. It's time you all got back to the true dirt of motocross and the greater stuff of which it is derivided of, then this senceless triffledom of kissin' the baxk side of Greeks, Dagos, Waps, Darkies and Bazzers. I wouldn't even let my friend Dickie Miller wash yer van.

If you print any of this letter . . . and I know your too chicken livered to print criticzem, only Biker got that kinda balls (now that's a good paper) . . . I jest wanna say that somma them folks you do got working fer you really do good work and should get raises. Like them type setters in that little room. Anybody that can make words go uphill and make cents is OKay Dokay in my book. Also them too cute girls in the pasties room. They do the neatest tricks with their hands when it comes to do stickin stuff to paper and making blank pages look good. Two bad there married. Then that cocky fella in the dark-room. How he makes your outta phocus pictures look good all the time is beyond me, specially when that other paper back East screws up the same pictures so bad. If you don't give him a raise, at least give him a pet Owl to keep him company in his little room. Well Im tired of tellin you guys how to improve yourselves. If you aint got no respect for self improvement, then just go pee off!

JOSHUA DRIVIN' McCOY
In The Deep South

Hot rod

I read in CN about some "eutectic" nickel-bronze brazing rod you used. I'm interested in welding up a frame and would like to buy some. Is it actually made by Eutectic Co?

J. NAKAMURA
Houston, Tex.

The stuff Paul used on the project bike is made by MG Co., available at welding supply outlets. It is MG No. 130 and is supplied prefluxed or is used bare with MG No. 430 flux. Paul says it's a high-nickel, high-silver rod with unique two-temperature properties. In the 1700-1750 degree range, it behaves like an ordinary brazing rod. Above 1750, it flows and behaves like a silver solder. The claimed tensile strength is up to 130,000 psi. On the project bike, the brake pedal made with this rod has been bent and rebent several times (it fouls the stock kickstarter) without failure. Paul also thinks Eutectic Co. makes a similar rod called Eutectic No. 16 . . . L.C.

☆ ☆ ☆ ☆ ☆

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

UP SHOT

"World edges U.S. in Israeli speedway match

Halftime in the fifth and final match of a relocated "U.S. vs. The World" test match series found the Americans leading match and series by one point. It went down to the final heat, in which the U.S. needed a 1-2 finish to win. The final pair could only manage a 2-3, giving the match to the Europeans by one point.

Bruce Penhall was top scorer for the American team that included Sonny Nutter, Mike Curoso, Rick Woods, Dubb Ferrell, Steve Bast and Scott Sivadge. Ove Fundin, 44-year-old former World Champion, came out of a three-year retirement to lead the victors in scoring. Barry Briggs captained the "World" side.

The series was hastily put together on narrow, ill-suited tracks at various sites around Israel after the series fell through in the U.S. Riders and machines were saved from serious harm in some horrendous-looking crashes by what Harry Oxley described as "The neatest haybales I've ever seen". It seems the standard Hebrew Haybale is lighter and less dense (hence much softer) than the American variety. "Guys would destroy dozens of them in one crash," Harry said, "but they'd emerge, covered with hay, the bike hardly bent, after some horrible get-offs."

Trials stars hung up by rules — again

Marland Whaley and Bernie Schreiber, beneficiaries of the ATA's Trial de Espana fund-raiser, once again will be forced to watch the event they earned the right to ride in, because of their ages. AMA's Al Eames explained that the association's hands are tied up in FIM-related red tape.

The logic goes like this. Generally, under-18 riders may not be issued an FIM international license to ride an international event — in this case, the Scottish Six Days Trial. However, the host country may make exception for its own licensed riders. That left Bernie and Marland the possible option of obtaining an ACU license to ride the Scottish, but another FIM rule prevents them from holding two national licenses concurrently; so they'd have to give up their AMA cards (and a shot at the Nationals) for the remainder of 1976.

Citizen's groups grope for solutions

Santa Barbara County (Calif.) now has a Citizens' ORV Advisory Committee which has been active the past year in attempts to develop two recreation parks, but reports the effort bogged down in the usual civic quagmire. To get unstuck, Bob Weirick of 628 Calle Rinconada, Santa Barbara, CA 93105, Ph: (805) 687-4454 wants to establish a "telephone tree" with riders in the county. The City of Santa Barbara is supposed to meet soon to consider a bike park. Again, call Bob for info.

Meanwhile in San Diego, the Citizens' Advisory Committee there has scheduled an April 20 meeting at the County Administration Center there, beginning at 7:30 p.m. to go over their ORV Plan with the County Staff. Chairman Ivan McDermott says it's a "must" meeting for activist-type riders and committee members.

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WEINERT WINS

DiStefano's amazing journey

By Jody Weisel

PHOENIX, ARIZ., APRIL 11

If the mythological Phoenix rises from its own ashes then Phoenix's Fastrack Motocross park must currently be undergoing a major rebuilding program. Jammin' Jimmy Weinert and Tony DiStefano continue to scorch their way around the AMA 250 National Championship series leaving smoking ruins and blown dreams behind them. Kawasaki's Jimmy Weinert took the overall win with two straight gate to flag wins, while Tony D. captured the imagination of the 4,000 spectators with a super human charge through the pack.

The Fastrack course was one mile of desert, dunes, rocks and rattlesnakes. The porous desert soil was coagulated with trucked in river bed goop to make a passable surface when wet, and an impassable one when dry. On and off watering kept the track in shape most of the day with major dust problems cropping up periodically.

First moto

Jimmy Weinert led the 40 man charge up the steeply angled starting hill with Rich Eierstedt, Danny Turner, Jimmy Ellis and Gary Semics peeling off the radical left hander behind him. Eierstedt's Honda made inroads on Weinert's lead for the first five laps while the remaining gladiators sorted themselves out. Tony D. suffered a poor start, but efficiently worked his way past Semics and Ellis by the midway mark. Farther back in dust was Husky's Kent Howerton who got the worst start of all the big names. By the crossed flags, Howerton, Gary Semics and Steve Wise were dueling for eighth through tenth.

Weinert's Steve Johnson prepared Kawasaki didn't miss a beat as the Jammer kept a five second lead over Eierstedt's Honda, but coming hard and heavy through the warm and dirty Arizona air was Tony D. With two laps to go the big Suzuki rider was relentlessly pursuing Eierstedt. Coming up the hill towards the finish line Rich

made a slip, DiStefano rocketed past and Weinert, DiStefano, Eierstedt, Danny Turner, and Steve Stackable rounded out the top five. Howerton was seventh behind Jimmy Ellis.

Second moto

Each moto in AMA Championship competition is a separate race with points on the line so no one withdrew because of a bad first moto, and no one was expected to give quarter. At the one minute sign the engines were screaming in readiness when an airplane flew over and dropped coupons for free pizzas, sparkplugs, records and promotional gimmicks. The wind blew the majority of this airborn litter onto the track. With only 30 seconds to go until 40 of America's meanest machines would roar off one thousand people jumped the fence and started grovelling for the goodies in the middle of the track. The AMA was stunned, hesitated, and finally stopped the countdown. Engines were killed and as the roar of two-strokes died the voices of complaint rose. The track was cleared, but a mood of urgency had been planted in the points hungry riders. When the gate dropped all forty riders wicked it up the hill expecting the other guy to shut off. Nobody shut off and almost everybody went down. Howerton, DiStefano, Savitski, Kenny Zahrt, Warren Reid, Gary Semics and Gary Chaplin were among the notables. Amazingly they all got up, except for Chaplin who became part of the track.

Amid the dust and mayhem Jimmy Weinert slipped around the high line with Gaylon Mosier in his wake. That should have been it. Weinert and Mosier took advantage of a dream holeshot and were gone, long gone. Mickey Kessler got through the mess in third with the Suzuki duo of Bob Elliot and Danny LaPorte in pursuit. As Weinert's Kawasaki and Mosier's Maico went down the long straight about a third of a lap away Tony D. untangled his Suzuki from the pile-up and set off in 21st place. Within five laps he was in the top ten and the crowd suddenly became aware of what was happening. All around the track the sound of cheers could be heard whenever Tony D. made a successful pass. On the eighth lap he was in fifth behind team mate Danny LaPorte, on the ninth lap he was in fourth and on the tenth lap he passed Kessler for third. With 20 minutes plus two laps to go he was only 20 seconds behind a surprisingly tight Weinert/Mosier battle.

Immediately after passing Kessler a collective sigh of 4,000 people could be heard when Tony D. left the gas wide open exiting a soft sweeper and ricocheted off the course centerpunching a tree. The impact of his landing was felt throughout the amazed audience. Kessler, Rick Burgett, Billy Grossi and Danny Turner blasted past while DiStefano remounted. For three laps he cleared his head and regained his senses, then he started to charge. DiStefano came back past Grossi, Burgett, Turner and Kessler and locked in his draft was Tommy Croft and Steve Stackable. With DiStefano leading the way the two Suzukis and Honda started a move on second place. But Weinert and Mosier were safely out of reach for a 30 second lead.

For Jammin' Jimmy it was a great day as he cleanly swept to victory and into the points lead. For Jimmy Ellis who held the lead going into the Arizona round it was a bad day as physical problems slowed him in the second moto, and he dropped to fourth in the standings. For Team Suzuki, it was disappointment in not winning, but joy in Tony D.'s amazing journey through the pack. For Arizona it was a good event, a beginning of the highest caliber.

Support class

The 500 Support class was a local racers' delight and those local racers came from Arizona, California, Texas Nebraska and Florida. Veteran Mark Blackwell gave the youngsters a starting lesson by leading both motos, but youth will out, and the fastest youth was Arizona's Bobby Blose whose come from behind rides had the partisan crowd cheering. Jim O'Neal ran consistently for second with Gary Murphy and Mark Blackwell going to the wire for third. ●

Results

250: Jimmy Weinert (Kaw) 1-1; Tony DiStefano (Suz) 2-3; Steve Stackable (Suz) 5-5; Rich Eierstedt (Hon) 3-7; Kent Howerton (Hus) 7-6; Gaylon Mosier (Mai) 12-2; Bob Hannah (Yam) 8-8; Rick Burgett (Yam) 9-9; Gary Semics (Kaw) 10-10; Danny Turner (Yam) 4-21; Rex Staten (HD) 15-1; Wayne Boyer (CZ) 14-14; Chuck Sun (Hus) 13-15; Jimmy Ellis (CA) 6-23; Bob Elliot (Suz) 20-13; Steve Wise (Kaw) 11-27; Roger Jones (CA) 25-17; Tom Croft (Hon) 40-4; Chuck Lampe (Mai) 22-22; Mickey Kessler (Yam) 33-12; 500 SUPPORT: Bob Blose (Hus) 2-1; Jim O'Neal (Mai) 4-3; Gary Murphy (Hus) 6-2; Mark Blackwell (Suz) 3-5; Dan Farley (Hus) 1-7; Joe Ferrini (Mai) 7-4; Bill Oerding (Mai) 5-6; Ron Junkert (Suz) 10-8; Jeff Shaw (Hus) 7-9; Brad Bendy (Suz) 8-11.

(Above) Chuck Sun (661) grabs the clutch while Arlo Englund and Steve Wise pursue. (Below) Mark Blackwell leads the Support class charge.

PHOTOS BY BOBI SCOTT & WEISEL

Robert's bumpy road to Dallas win

By Gary Van Voorhis

IRVING, TEX., APRIL 10

"Hey, it came out alright again, didn't it?," said Yamaha's Kenny Roberts. The easy victor in a freight train follow-the-leader pro-

cession at the AMA Grand National Championship Camel Pro Series Dallas short track, was referring to his second consecutive Dallas win and the fact that he has raced and won each with an injury sustained while road racing in Europe. Last year it was a badly sprained thumb while this year it was a sprained right ankle; but neither injury slowed Roberts down.

Second and third in the procession were Mike Caves on a Roger Reimann sponsored Bultaco and National point standings leader Rick Hocking on a Rocky Distributing sponsored Yamaha. Dave Hansen on a Champion Frames Husqvarna picked up fourth place after the best "race" of the night with Jim Rawls and his Cycle Stop Kawasaki, who finished fifth.

The track, as it had last year, suffered from two days of rain and not even track preparation specialist Harold Murrell could bring it around. Murrell even used a helicopter to speed up the drying process, but the Texas clay chunked, buckled and rutted. The track was even graded down to a new surface between practice and the evening's program with slight success. To Murrell it was frustrating; to the riders it was a "bummer."

Rookie Expert Steve Eklund proved his Houston qualifying speed was no fluke as he turned the top time in Dallas, also. He received a fancty trophy contributed by Fox Distributing and handed out by foxy Miss Dallas. Billy Labrie followed Eklund only a tick of the clock behind with Roberts, Hansen and David Aldana. In all a blanket of only eight-tenths (.796) of a second covered the 60 qualifiers.

Heats

The first heat was a heartbreaker for rookie Ted Boody, who had his bike seize in the third turn of the last lap while running second. The seizure spit Boody in the dirt and left Steve Eklund an easy winner with Terry Poovey, who had been a close third, in second and a spot in the National. Only the first two from each heat advanced directly; third through sixth went to Semis.

They waved the red flag four times before the second heat finally got underway. Floridian Billy Labrie successfully pulled his holeshot technique with each restart and finally got the win with Chuck Palmgren taking second by a wheel over Houston short track winner Bubba Rush.

Kenny Roberts did what the first two heat winners had been unable to do in his heat as he pulled away from the rest of the pack with ease, leaving the racing up to Mike Gerald and Larry Cooper. Gerald, too crafty to give Cooper any opening, held a tight line for second all the way to the checkers. Roberts' heat win was the fastest of the evening.

Mike Caves took the fourth of the six heats with Dave Hansen harrassing him the entire 10 laps. Gary Scott, although still troubled somewhat by his injured hand from Daytona, managed a hard fought fourth behind Bruce Townsend.

Rick Hocking earned his spot in the National with a win in the fifth heat from fellow Californian Mark Smith. Hocking bounced and bulled his way around the track searching for the fastest line with Smith following and David "Superman" Aldana in third waiting unsuccessfully for someone to make a mistake.

The sixth and final heat provided some of the best racing of the night with Jim Rawls and Hank Scott swapping the front running position while Guy McClure and Phil McDonald went at it just as hard for third. Rawls finally got by Scott for good with McClure holding off McDonald.

Semis

Larry Cooper found the only ticket to the National in semi one. On the fourth lap Mike Kidd and Tim Buckles tangled coming out of turn four, piling themselves right in the middle of traffic, bringing out the red flag.

On the restart Cooper sped into the lead and held off a pressuring Danny Cartwright and the Harley 250 of Jay Springsteen. Jay tried any and every line, but couldn't get around Cartwright.

The second semi was also a red flag affair with Phil McDonald getting off hard as he and Mike Rawls collided after bouncing around the ruts in turn three. McDonald, who was to have left for England and a place on the American team at the Easter Match Race series, sustained a broken right collarbone and pelvis.

The restart put Aldana in the lead for good and just as quickly put Guy McClure out of the race with a tweaked ankle after he bounced his way through turn four.

Trophy Race

Bruce Townsend, aboard a Buck Cycle Yamaha, spent his 12 laps holding off charges by first Danny Cartwright and then Jay Springsteen. Townsend held a tight line while Springsteen tried moves on the outside before seeing the futility and moving back onto the groove. Townsend, all smiles as he accepted his trophy and a kiss from Miss Camel, Lynn Griffis, was obviously elated with his win even though it carried no National points.

National

By the time the National rolled around the track was an undulating mass of ripples, ruts and holes with only a one rider groove on the inside affording any fast riding. Passing, when attempted, was a hit or miss proposition and more likely to lose rather than gain a position. Harold Murrell worked his track preparation wizardy one last time to try and smooth the track somewhat, but the odds were all against him.

"Give us a good track and we'll give you a good race," volunteered pole sitter Kenny Roberts, "but the way it stands now it will be a follow the leader affair."

The three row start had Roberts on the pole with Eklund, Labrie, Caves, Hocking and Rawls alongside, and Gerald, Poovey, Palmgren, Hansen, Smith and Hank Scott making up the second row.

A chain reaction accident involving Gerald, Eklund and Scott on the first lap brought out the red flag with all three getting back on the grid for the restart.

Roberts got another holeshot on the restart and that was that for the lead. Kenny pulled away and made it look easy. Caves and Hocking, in second and third, were also secure although Hocking probed Caves' defense at every chance in the early laps. Eklund had his bike quit on the second lap from apparent damage incurred in the earlier crash.

Dave Hansen put in a helluva ride in the early laps by somehow finding passing traction where there wasn't supposed to be any. He was lying about tenth on the opening lap and proceeded to work his way into fifth in just five laps, bumping Scott, Palmgren, Smith, Labrie and Poovey in the process. Hansen nipped Rawls on the 14th lap with a battle for sixth going to Poovey as he nipped Palmgren. Gerald moved his way up into seventh two laps from the end by bumping Palmgren down a spot.

Roberts took the checkers to a roar of crowd approval as Caves, Hocking, Hansen, and Rawls followed. Kenny's 17th career National victory put him right back into the thick of things just shy of Rick Hocking in the National point standings.

"Finally," said Mike Caves in the winner's circle, "it's finally coming together. I feel good, but you better watch for me at the Peoria TT later in the season, 'cause that's where I'm really going to get everybody."

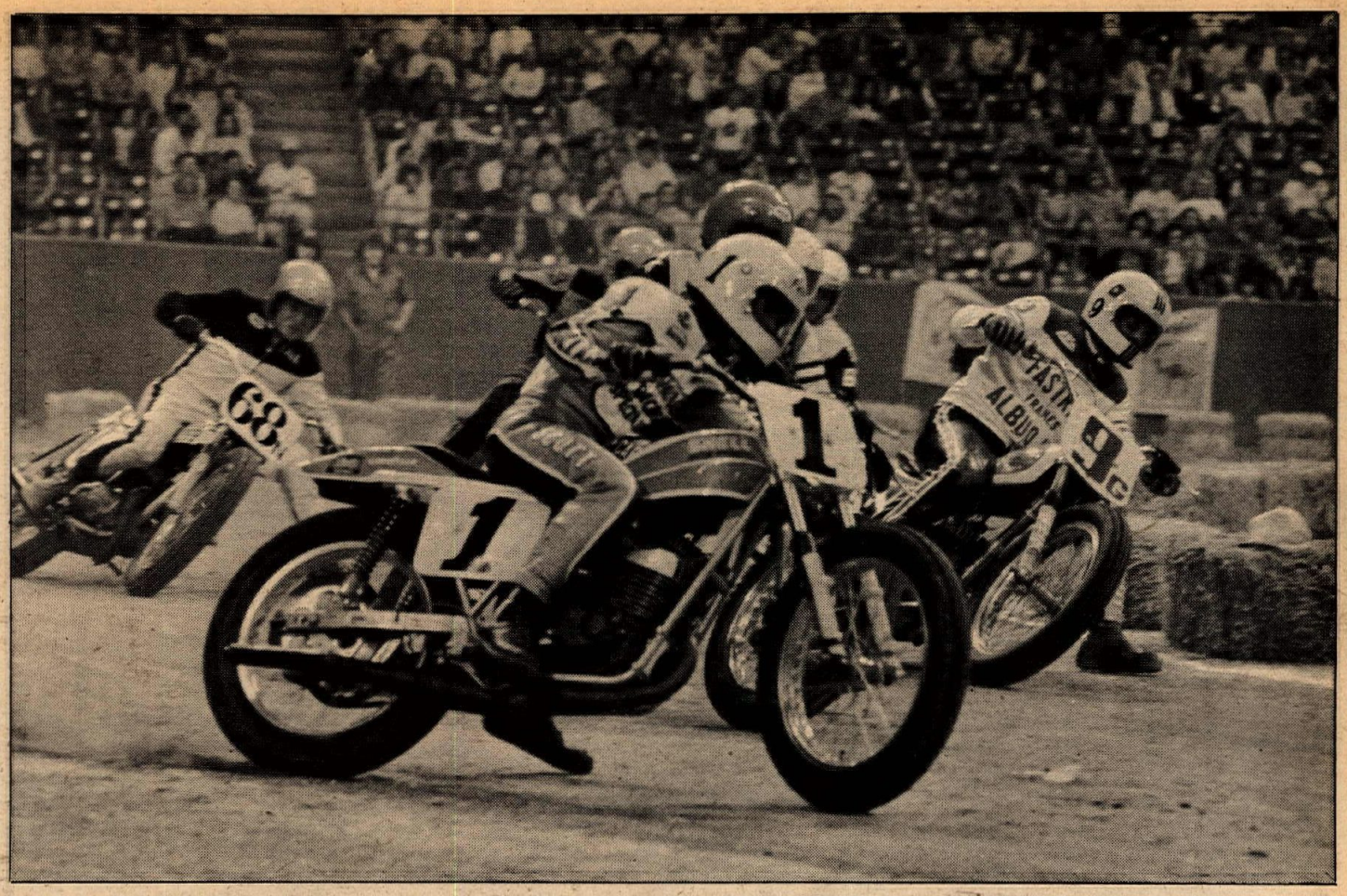
Rick Hocking was very satisfied with his third place finish. "I tried early to challenge Mike, but then got to thinking that I didn't want to risk falling or losing a position. I wanted to keep my points lead and that's just what I did. I would have liked to race, but the way the track was it just wasn't the smart thing to do in my situation."

If the informed sources are right, Dallas will be just another memory next year. The weather (Who ever heard of building a new stadium with a hole in the roof?), Texas clay and very poor spectator attendance added up to a non-return engagement. ●

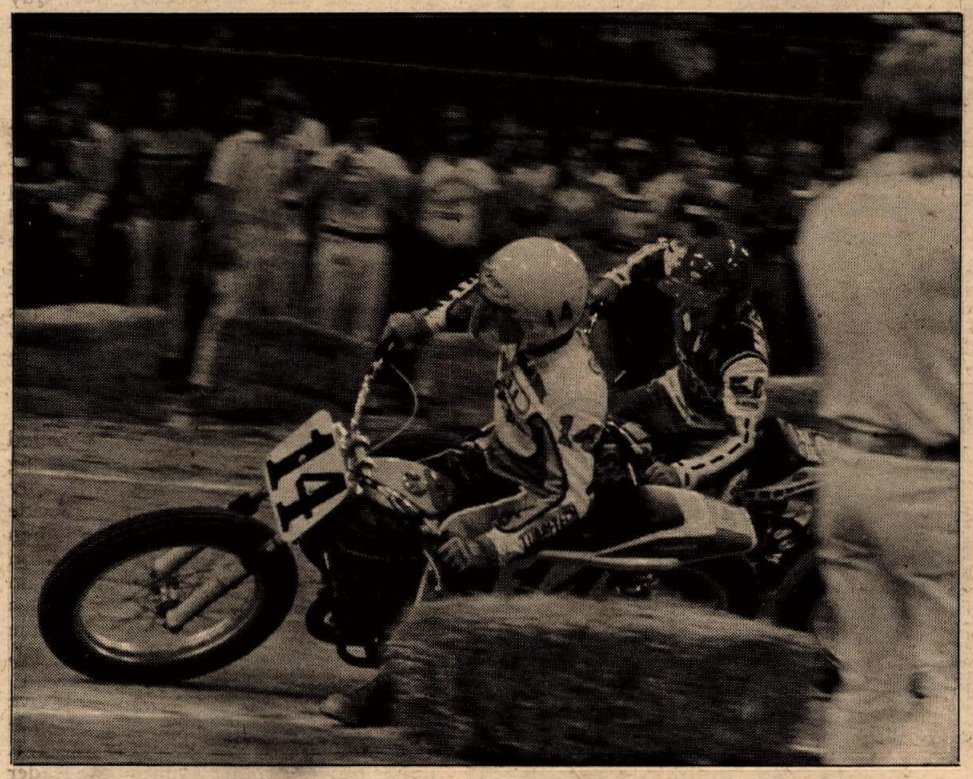
Results

20 LAP NATIONAL: 1. Kenny Roberts (Yam). 2. Mike Caves (Bul). 3. Rick Hocking (Yam). 4. Dave Hansen (Hus). 5. Jim Rawls (Kaw). 6. Terry Poovey (Bul). 7. Mike Gerald (Yam). 8. Chuck Palmgren (Yam). 9. Billy Labrie (Yam). 10. Mark Smith (Bul). 11. Hank Scott (Yam). 12. Dave Aldana (Yam). 13. Larry Cooper (Bul). 14. Steve Eklund (Yam).

UNOFFICIAL CAMEL PRO STANDINGS AFTER DALLAS SHORT TRACK: 1. Rick Hocking 49. 2. Ken Roberts 44. 3. Dave Hansen 20; Bubba Rush 20 (tie). 5. Mike Hanlon 17; Randy Cleek 17 (tie). 7. Mike Caves 16; Gary Nixon 16 (tie). 9. Steve Eklund 15; Hank Scott 15 (tie).



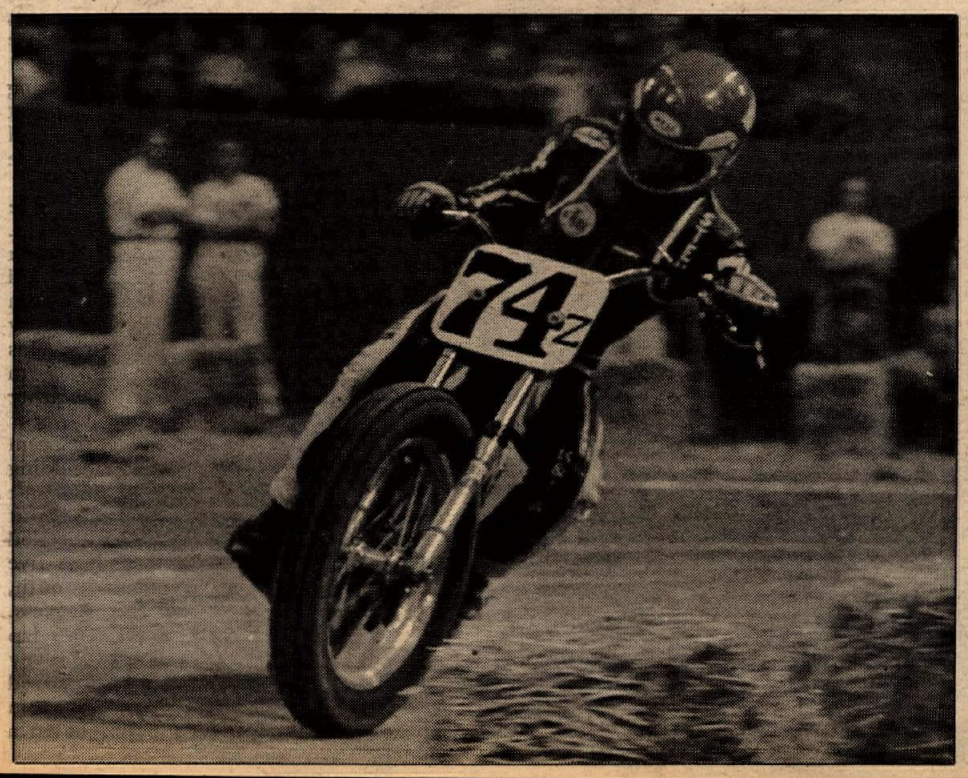
Despite pain in his wrist, Gary Scott (1) worked hard for a no-transfer heat race fourth.



Hank Scott (14) with Phil McDonald in a close heat race.

Bubba Rush looks downright apprehensive, retreiving his Bul with an eye to traffic.

Hot qualifier Steve Eklund. But for crash damage, the results might have been different.



The top three chase through the narrow groove

Search for the

Great American Motorcycle

Rokon: *A dream in New Hampshire*

By Boyd Reynolds

No other location could be more conducive to the production of an American motorcycle than the one chosen by Rokon, Inc.

Cradled in the realm of Yankee tradition and the birthplace of our American heritage, Keene, New Hampshire is steeped in the quaint atmosphere of a sleepy New England city nestled in the rolling foothills of the White Mountains.

Rokon is New England from the rustic weathered shingles on the outside to the friendly greeting extended by sales coordinator Doug Duncan and production manager Ron Brown when I made what was my second visit to Rokon in three years.

The big yellow automatic had been on the market for only a short time when I was there last time, so I was very interested to see how they had progressed during this period. One of my primary interests was the period when Rokon operated under federal bankruptcy Chapter Eleven. I was interested in why and how they had again become a solvent functioning manufacturer.

It took only four months for Rokon to get out of Chapter Eleven, an unfortunate procedure that was a product of the declining motorcycle market. There were no major management shakeups, mergers, etc., just hard work by dedicated people and some new marketing ideas.

These new ideas not only involved progressive advancements to the automatic competition motorcycle, but to the old "Trail Breaker," now called a mototractor.

The mototractor has received such favorable acclaim in the foreign agricultural market that Rokon estimates they will have a year's production orders in by the end of the first quarter. As in the motorcycle line, they produce three models. The Ranger and the Scout have a full line of accessories that utilize the vehicle's versitility coupled to a power take-off from the 134cc Chrysler single cylinder two-stroke engine. Next to the power take-off is a selector for three gear ratios, much like our automatic transmission automobiles, that give the vehicle a range from 10 mph top speed to 40 mph top speed. This gives the former full versitility to haul a load to the fields and return at reasonable travel speeds.

The accessories include a generator capable of running lights, power drills and saws, a sprayer, trailer, post hole digger, fire pump, seeder and spreaders.

The Pioneer model, made primarily for the forest service also has multiple use. One example is in the re-seeding of forest lands. One man on a mototractor can do in one day what would normally take two men five days.

Advancements in the mototractors have been just as rapid from the old "Trail Breaker" as they have been from the old yellow motorcycle to the current RT-1, RT-II motorcycles.

Since inception in 1967 as a Delaware Corporation, then moved to Keene in 1969, Rokon has utilized the industrial product concept. Motorcycles came in 1974 and today the marketing of both products is much better oriented to the specific market for which it is intended that it was at first. Designed specifically as a competition motorcycle, Rokon has piled up an incredible win record of 50 Gold Medals and other awards.

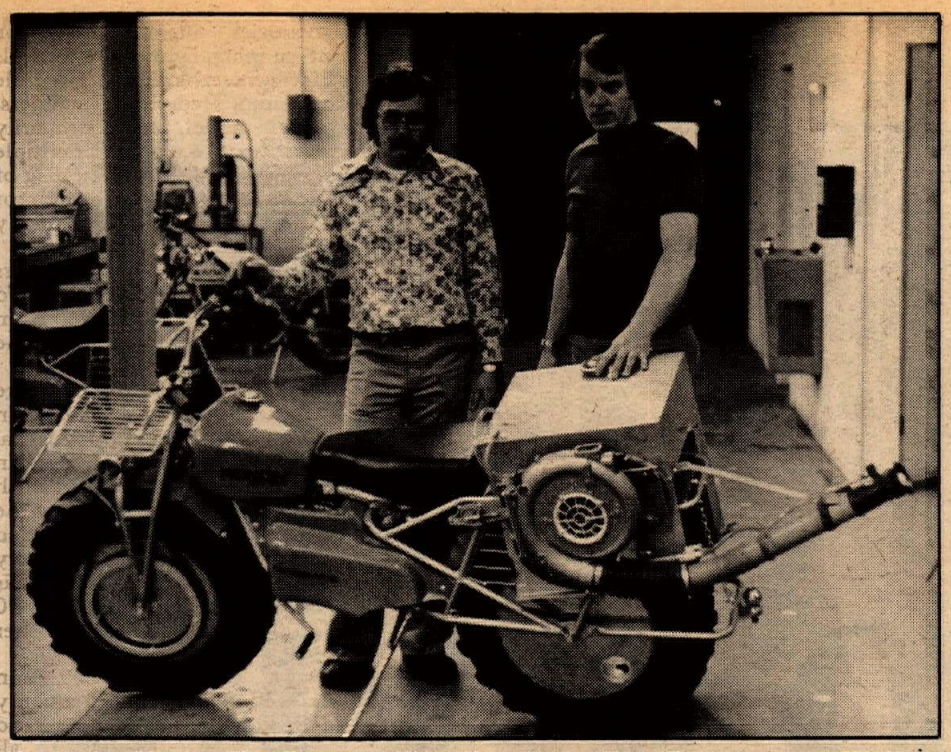
Production facilities under Ron Brown are well oriented to a quality product, individually assembled by hand by craftsmen. Parts universal to all models not only ease the production process to meet order demands, but make it considerably easier on the dealer who is stocking parts. A program of processed raw products gives Rokon some manufacturing pre-planning and shows a substantial backup to their prosperous stature. Some products have been redesigned to obtain maximum versatility in production.

Rokon is also endeavoring to bring all manufacture under their control, but it is not entirely possible as they use the Sachs engine. To some extent, they disassemble the engine to perfect personal concepts that make the Rokon suitable to meet the desired result. In answer to the question of a street bike, I received a definite negative reply as Rokon feels they should not attempt to compete with the Japanese products. They are building a competition machine and this is their endeavor.

We discussed a four-stroke Rokon at length and Doug made it clear that they have experimented not only with a four-stroke engine, but with a Wankel engine. Some of the production crew have put together a flat tracker, that has turned in some startling results. Now they have one available on the market. Ron has been building an automatic road racer in his own time and his drawings of the finished product are quite impressive.

We talked about Rokon's dealer policy and their reaction to the rider's desires. Rokon has made a concerted effort to solicit reaction from "the guy riding in the seat - what do you need in a motorcycle?" Extensive questionnaires have been sent out and the returned reports carefully scrutinized and filed in loose leaf binders. Examination of some of these made some interesting reading and I could see where there exists a one-to-one idea concept return to the manufacturer. Dealers or competition riders can receive all the assistance necessary to assist them in product knowledge and preparation so that their Rokon will perform in a winning fashion.

Two years ago the Rokon was a very expensive motorcycle at over $1,600 in



Production Manager Ron Brown and Sales Coordinator Doug Duncan stand behind their (nope, it's not a turbocharged trailbike) agricultural spray unit.

a market of $1,000 machines. Today at $1,895, they are comparatively priced with other Open class competition bikes and considerably less than the other new automatic competition motorcycle.

In our search for the Great American Motorcycle, the thought of an automatic would have brought guffaws eleven years ago, but today we are faced with a motorcycle world that Rokon feels will be dominated by automatic motorcycles. Rokon was the first automatic and in today's competition market, Rokon is as good as anything in its class.

I rounded out the visit with a careful examination of one of the three sponsored bikes that competed in the first ISDT Qualifier in New Jersey. Rokon sponsors a five man team in the Qualifier Series, Gary Edmonds, Jim Simmonds, Jim Hollander, Dave Munganast and Jim Fogle. The NETRA Open class Champion George Peck will also be on a Rokon. Rokon's support will be three-quarters of the total package for each man to compete as well as an agreement with Kendall Oil for support.

In going over the bike, we discussed the reason why Rokon functions so well, based on a concept of constant horsepower to the rear wheel. Producing 36-37 hp in the RT models, 43-45 hp in the MX models, reduced to a rear wheel constant power of 28 hp and 32 hp respectively, the power is constant whereas with standard transmission bikes, this kind of horsepower is received only within the maximum power band and the rider has to constantly select the proper gear to stay within this power band.

Cosmetics on the new models are perhaps the most dynamic of any machines produced, utilizing Preston Petty fender and numberplate-headlight unit, a cross-linked polyethylene tank in a red, white and blue theme.

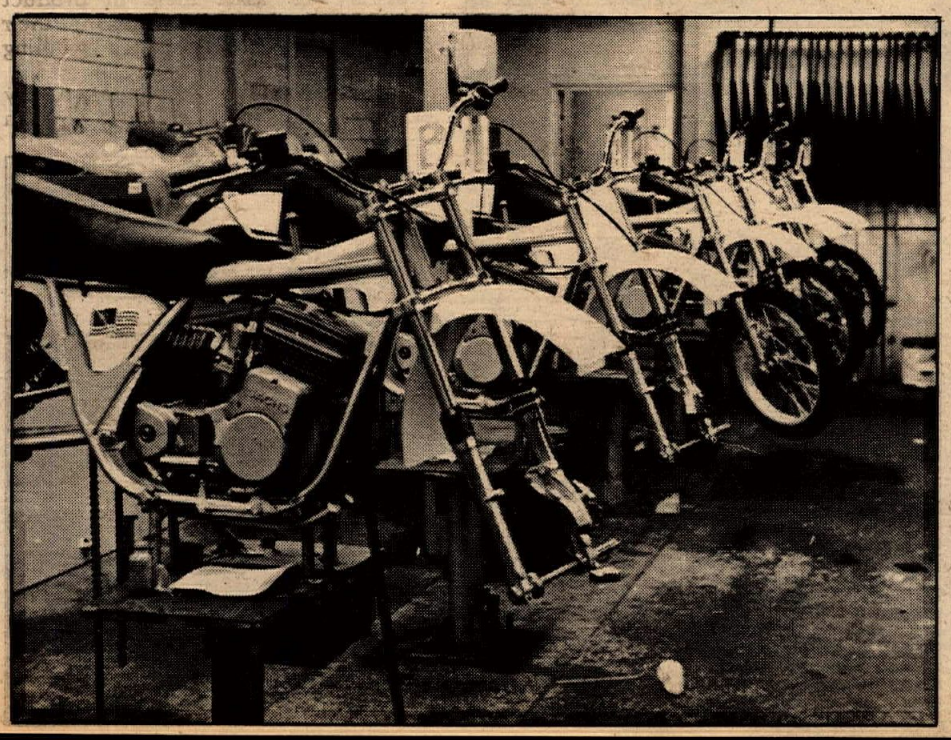
Red Wing gas shocks, overlength MX Betor forks, allowing for adjustment giving 8" of travel up front and 8.5" rear in cantilever position. The new silencer (utilizing a Skyway component) meets the NETRA 86 db noise limits.

Two major new features are a new drive belt that in water cuts down on the hydroplaning of the surfaces, thus decreasing slippage, and the drilling of a hole in the top of the cylinder into the exhaust port. This vents the cylinder and lowers compression at low RPM from 12 to 1 down to 6 to 1 and allows easier starting and a better idle.

The two RT models weigh in at 255 lbs. dry, the MX at 245 lbs., a very comparative weight with other Open class machinery.

It was late in the evening when I left Rokon, yet business was still bustling along to get every last detail ready for the coming Qualifier. As I turned out of Emerald Street onto Route 12 for the trip to Boston, I felt as I had once before - that I had just gone through an American experience. Was this truly a Great American Motorcycle? From the original frame jig to the American made Carlisle tires, Rokon is on the way to a great many people's dream of success in a New Hampshire utopia. ●

Rokons sit on their assembly stands. The tags on the handlebars are signed at each assembly step along the way and accompany the machine right to the customer.



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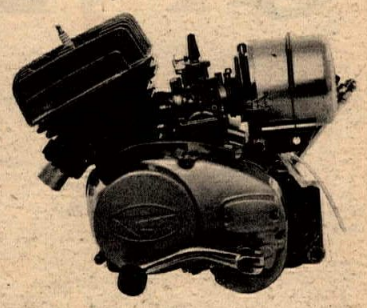

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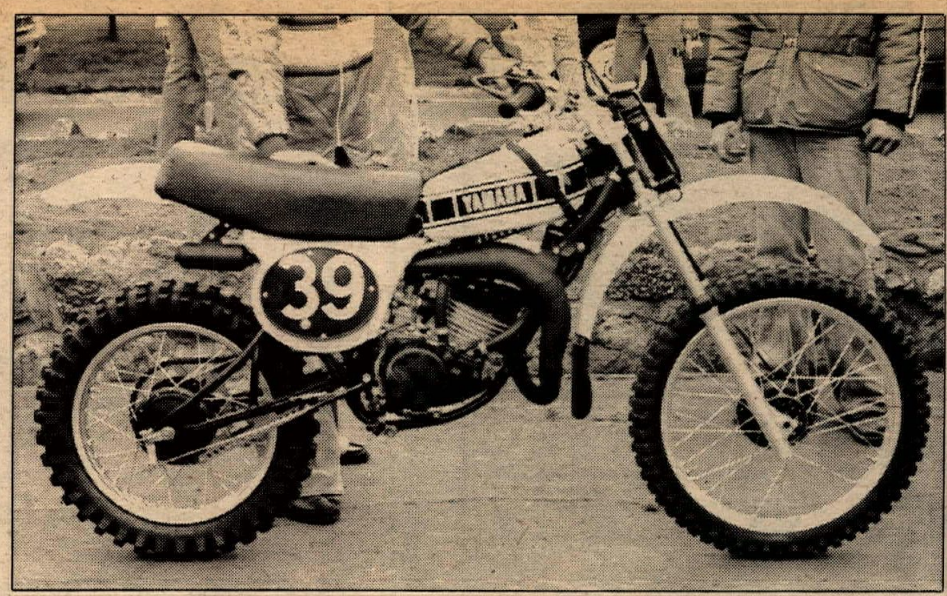
The shriek of Hangtown



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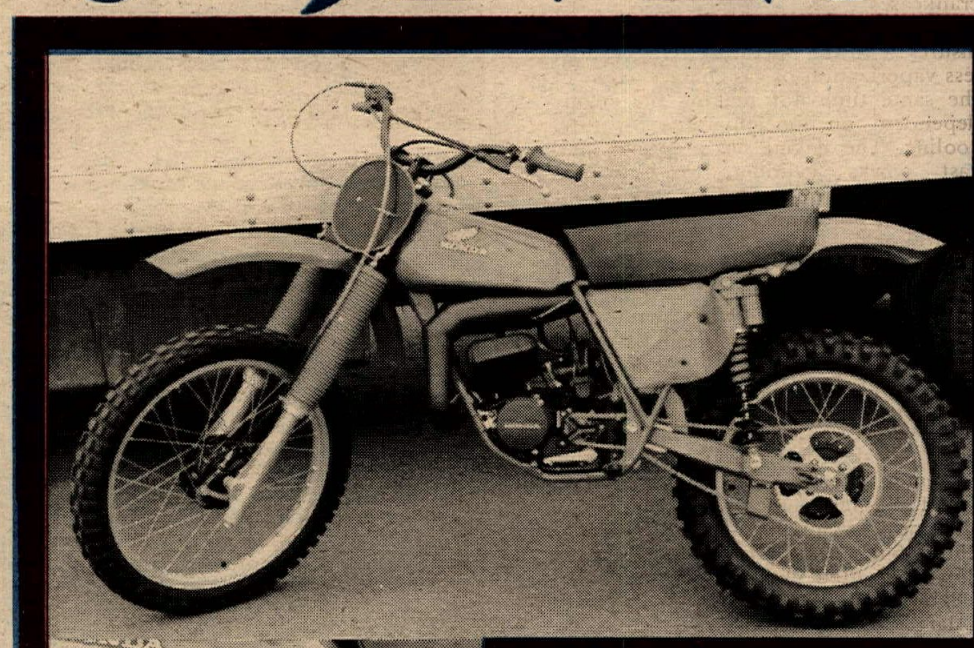

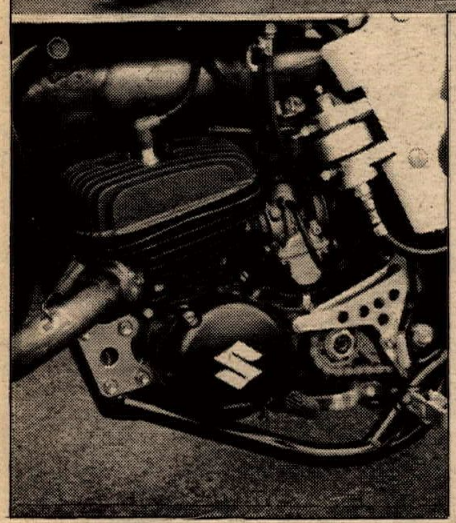

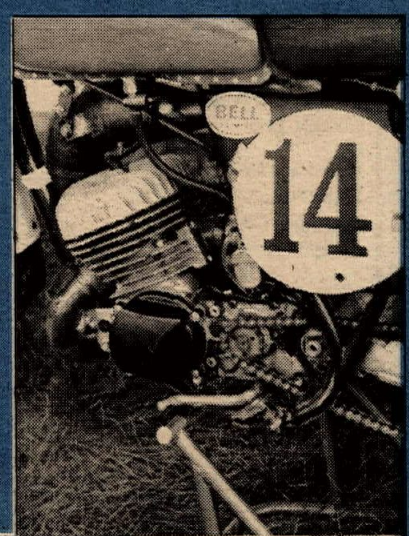

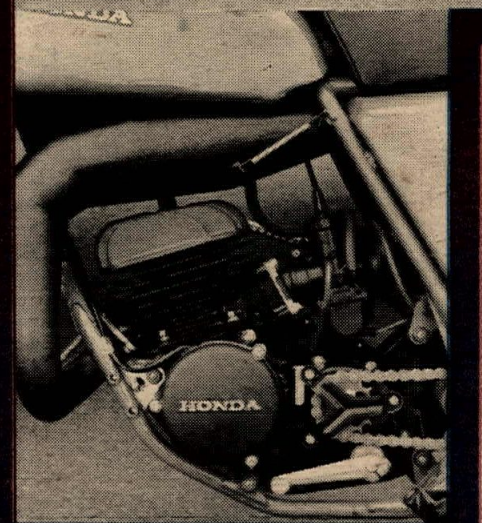

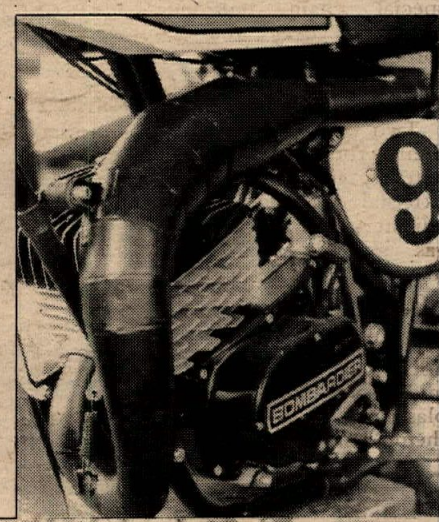

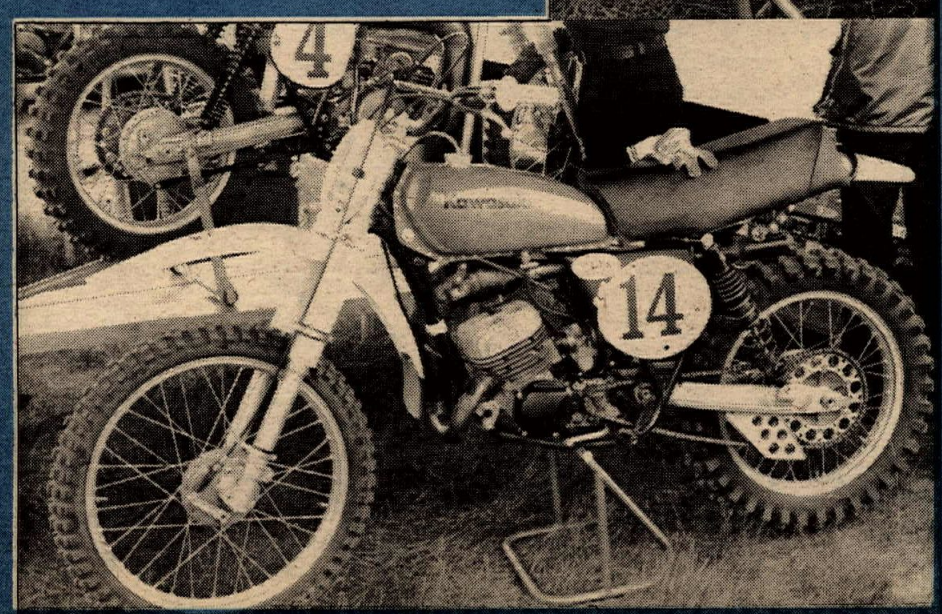

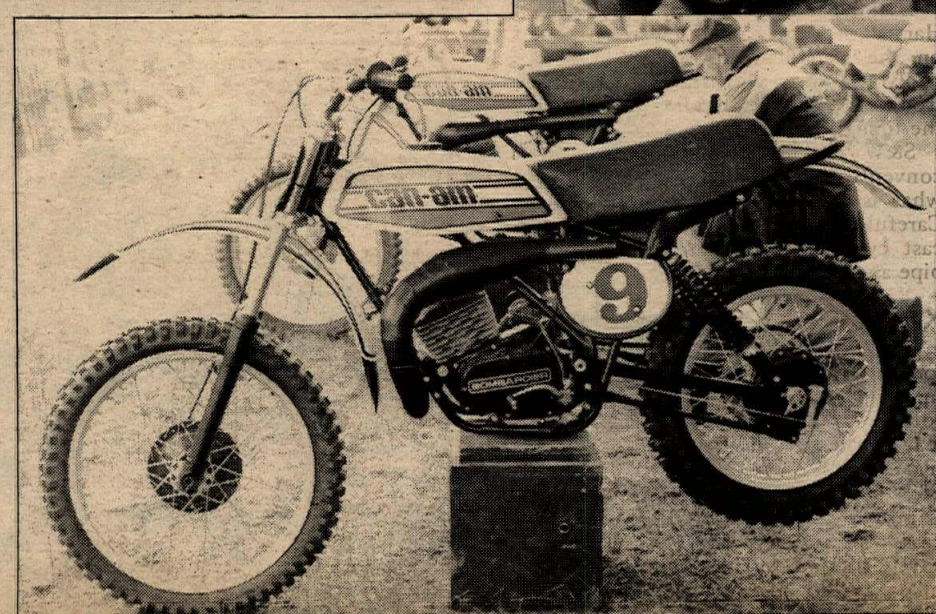

PHOTOS BY JODY WEISEL

By Jody Weisel

Motocross has a bizarre juxtaposition of values and needs that clearly illustrate the adage — "More is less." The smaller the engine the higher the degree of sophistication necessary to make it work. Last year was decidedly a dull year in 125 class development. No one was able to gear up enough technology or interest to challenge the invincible Marty Smith and his RC 125 Honda, but 1976 is the year of the tiddler. Yamaha, Suzuki and Can-Am have fielded serious teams and if the results of the first 125 National at Hangtown are any measuring rod this will be a season that proves that more is less.

Yamaha OW125

Yamaha's revolutionary water-cooled crankcase has been showing amazing results in Japan for a full year, but Hangtown was the American debut. Finishing one-two is quite an opening salvo for Bob Hannah, Danny Turner and the young Yamaha effort.

The radiator mounts between the triple clamps on the front forks and doubles as a number plate. Only the crankcases are cooled by the thermo-siphon circulating system. This insures a lower operating temperature, less vaporization of gas charges, while at the same time not making the engine dependent on the apparatus for total cooling. The engine has a special sand cast works cylinder, reed valves, lightweight frame, leading axle front forks and nine and one-half inch travel monoshock.

Suzuki RA125

The World Champion Suzuki 125 that took Gaston Rahier to an easy rout of last year's championship were debuted at Hangtown by former 250 rider Billy Grossi and rookie Danny LaPorte. The RA's broad range of power is different from the screaming top end of most tiddler class equipment. The 125 frame is mounted on forks and aluminum swingarm from the works 250's. Shorter Kayaba shocks, than the 250's, are used with remote reservoirs.

The engine is very stock looking with a large Mikuni carburetor, case reeds, twin air filter, up-pipe and special hand-built aluminum silencer. Note the special chain tensioner and case protector over the counter shaft sprocket.

Honda RC125

Two time National Champion Marty Smith rode a new 125 Honda with external fork springs, adjusted by an external cam similar to shock pre-load adjusters, an aluminum swingarm and gas shocks mounted in the now unconventional straight up and down mode.

The engine remains the same as last year except for an increase in high RPM horsepower, at the cost of some mid-range. Airbox is aluminum with plastic sides and shift lever appears to be the only stock item on the bike.

Can-Am MX125

Last year's Hangtown winner Tim Hart and John Savitski were mounted on the Canadian effort. Neither rider really got going, with Hart having engine trouble and Savitski riding the bike for the first time.

S&W shocks on the rear and conventional axle front forks suspend what is a very stock looking machine. Careful observation will uncover a sand cast cylinder, short, stubby high RPM pipe and large Bing carb.

Kawasaki KX125

Texan Steve Wise rode the cobby looking Kawasaki 125 that bears little or no resemblance to the production rotary valve. Aluminum swingarm and leading axle front forks with machined plastic dust covers christen each end. S&W shocks are on the rear. The engine is a reed-valved piston port with a sand cast head and cylinder, Mikuni carb and exposed countershaft sprocket. The bike seemed slightly down on power, definitely not a Kawasaki trait. ●

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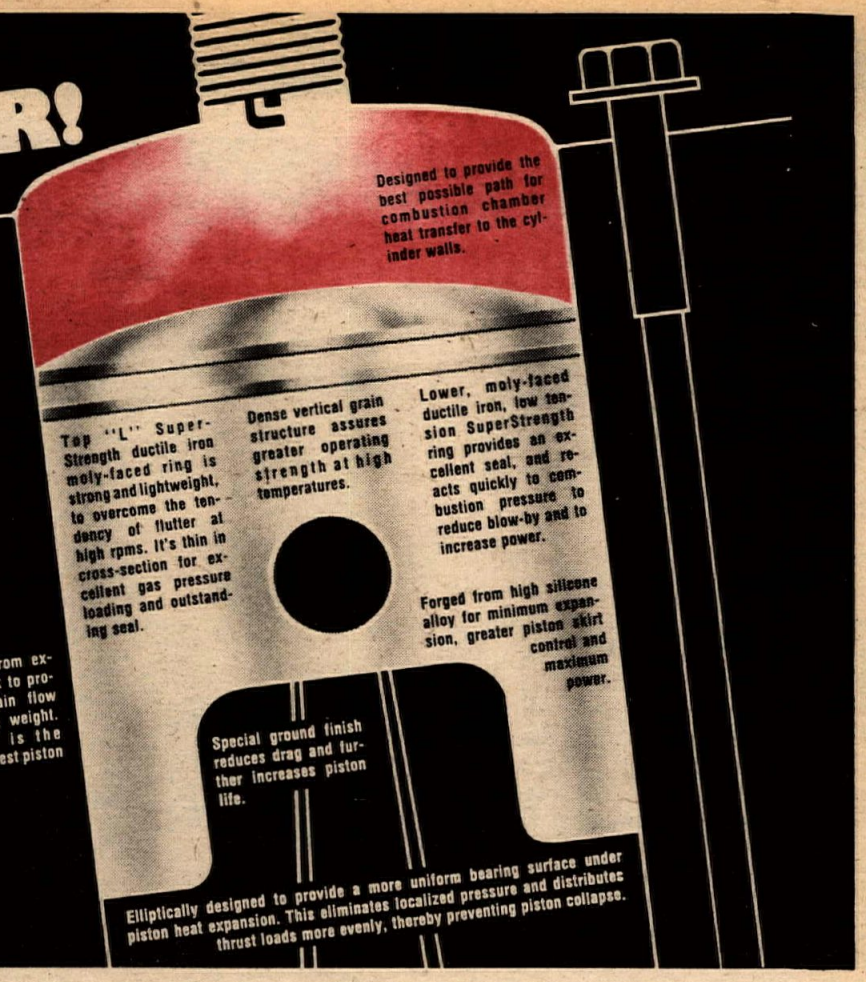

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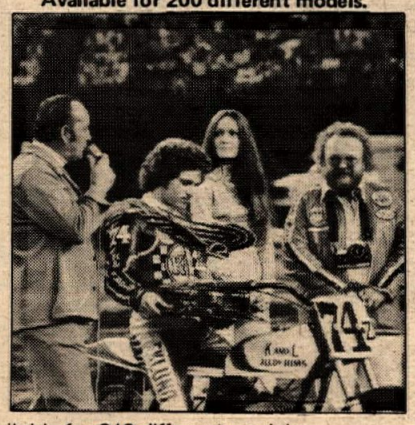

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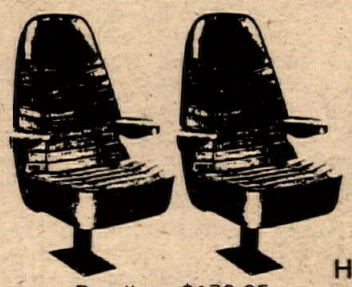

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Wolsink nabs season opener; ageless Weil takes second

By David Maltais

PAYERNE, SWITZERLAND, APRIL 4 Dutch champion Gerrit Wolsink pounced upon the opposition at the season's 500cc GP MX opening round in Switzerland by winning both motos and collecting 30 valuable points towards the World Championship. The biggest surprise threat to Suzuki's Wolsink came from transplanted Dutchman Pierre Karsmakers of the U.S., who posted fastest qualifying time with his Honda on the hilly, rough Circuit de Combremont. Karsmakers finished second in the opening moto, but could only manage 23rd in the second. 37-year-old Adolf Weil, aboard a Maico, put together 6-2 moto finishes to stand second in points behind Wolsink.

1st Moto

Karsmakers jumped the gate of the first heat by jumping his front wheel over the bar before it dropped. Four-time World Champion Roger DeCoster and his works Suzuki were in second place after the first lap and the two were battling side-by-side. Third man was the grand old man of motocross, Adolph Weil, and right behind him was Wolsink. Weil fell on the fourth lap and Gerrit moved up to third.

On the 12th lap of the 20-lap moto Pierre got enough ahead of Roger to put a lapped rider between them. As Roger swept into a corner in hot pursuit of Pierre, the slower rider, Swiss champion Josef Loetscher, did not give way to DeCoster. As Roger gassed it to move around him on the outside the rider darted into his path and forced him off the track where he crashed heavily, injuring his left arm. Gerrit had been pushing hard and as they came around on the 14th lap Wolsink had stormed past Pierre.

Wolsink pulled away from Karsmakers and by the end of the moto he had an eight-second lead over Pierre. Bengt Aberg, aboard a 370cc Bultaco equipped with forks in the rear instead of shocks, finished third behind Wolsink and Karsmakers after having diced with Wolsink during the early laps of the moto.

Husqvarna mounted American Brad Lackey was a heavy favorite to do well in the race after his overall win in St. Anthonis a few weeks before. Bad Brad started out in eighth position and began working his way up through the pack and got up to fifth before his Husky threw its chain. Brad put it back on and got hauling again only to have the chain go astray again. Too far behind, he retired from the moto to save everything for the second bash.

After the front three crossed the line with only nine seconds separating them, the rest of the field came across with fourth place man, Puch mounted West German H. Schmitz. Taking seventh was 19-year old Britisher Graham Noyce, aboard a Maico. Noyce had fifth sewn up until his right leg caught between the fender and the rear wheel of his bike and he was forced to stop to get it out. Fifth and sixth positions went to KTM mounted Willy Bauer and Weil.

2nd Moto

Attrition was the name of the game in the final moto with Bengt Aberg being the first to retire when his transmission failed on the initial lap.

Swede Ake Jonsson put his Maico out front for the first three laps before Wolsink took over and pulled away from the field. Gerrit rode superbly and by the finish had built up a nineteen second lead over runnerup Weil.

Brad Lackey started out the moto in seventh place, moved up to third on lap seven and stayed there until the tenth lap when the big end bearing went out.

Roger DeCoster stopped on the eighth lap and retired because his injured arm hurt so much that he couldn't hold on to the handlebars.

Pierre Karsmakers had a frustrating second moto, finishing in 23rd due to a race long problem caused by his front brake cable snagging on his Honda's triple clamp. The guide was replaced by mechanic Steve Whitlock, but Pierre later complained that his shocks had gone bad.

Behind Wolsink and Weil at the checkers was Graham Noyce, who now stands in third place in the point standings. British riders also took fifth and seventh positions on the final moto as CCM mounted Vic Allan and Vic Eastwood did England proud.

Ake Jonsson finished fourth and that performance combined with a ninth in the opening moto ties him with Aberg for fifth on the points table behind fourth place point man Karsmakers. ●

Adolph Weil pushed his Maico to second overall in the Swiss GP. Weil is 37 years old.

Results

1st Moto: 1. Wolsink; 2. Karsmakers; 3. Aberg; 4. Schmitz; 5. Bauer; 6. Weil; 7. Noyce; 8. Sigmans; 9. Jonsson; 10. Lodal; 12. Eastwood.

2nd Moto: 1. Wolsink; 2. Weil; 3. Noyce; 4. Jonsson; 5. Allan; 6. Sigmans; 7. Eastwood; 8. Bochkov; 9. Lodal; 10. DeRoover.

500cc GP Point Standings; 1. G. Wolsink (Suz) 30; 2. A. Weil (Mai) 17; 3. G. Noyce (Mai) 14; 4. P. Karsmakers (Hon) 12; 5. B. Aberg (Bul) 10/A. Jonsson (Mai) 10; 7. H. Schmitz (Puc); 8. F. Sigmans (Mai) 8; 9. V. Allan (CCM) 6/W. Bauer (KTM) 6.

Dutch dentist Gersit Wolsink grabbed off 30 big GP points.

BULLETIN

Rahier/Smith split in Italy Weil wails in France

In what was described as a super close race both motos, Gaston Rahier (Suz) and Marty Smith (Hon) traded moto wins in the Italian 125cc Grand Prix April 11. First moto was Rahier-Smith; second was Smith-Rahier. Gaston was given the overall nod based on the fastest lap, while Jiri Churavy scored third overall. On moto finishes, this should put Rahier on top of the 125cc standings over Churavy and Smith.

In the French 500cc GP, an evergreen Adolph Weil (Mai) went 1-2 over a mending Roger DeCoster (Suz) 5-1. Gerrit Wolsink was 2-4 for the day, third overall. By motos, the top five in each were: First moto — Weil (Mai), Wolsink (Suz), H. Schmitz (Puc), Willi Bauer (Mai), DeCoster (Suz). Second moto — DeCoster, Weil, Ake Johnson (Mai), Wolsink and Bengt Aberg. Full coverage in coming weeks.

Baker breaks Imola records

By Chris Carter

IMOLA, ITALY, APRIL 4

Steve Baker, the bespectacled American who looks more like a college student than a motorcycle racer, leads the FIM Formula 750 point standings after an impressive, record-breaking victory in the Imola 200. Baker set a scorching pace in both hundred mile legs, beating Frenchman Michel Rougerie on the Elf Yamaha by almost a minute in the first and heading him home again in the second by more than 34 seconds. Britain's Barry Sheene opened his championship score by grabbing third overall, after following Baker and Rougerie home in each race.

Thanks to the generous Imola payouts Baker collected around $15,000 for his Italian efforts, and takes his winnings in the series to the $50,000 mark! He deserved every cent of his Imola cash as he rode head and shoulders above the rest.

Gary Nixon, the championship leader before the race, did not qualify to start. His Kawasakis were lost in transit, and though he was able to borrow Kenny Roberts' spare Yamaha for the final practice session, he was not able to lap quickly enough to make the race.

Practice was hectic. More than 90 riders chased a place among the 40 starters, and no fewer than the top 15 went quicker than the fastest man in practice in 1975! But fastest of all was Baker, and he left no doubt in the minds of the 120,000 fans that he deserved first position.

Nixon was not the only shock non-qualifier, either. Cliff Carr, Randy Cleek and Pat Evans also failed to lap fast enough. All had problems of one sort or another, but Cleek was in the biggest trouble. His Bel-Ray/B.S.&W. sponsored Yamaha was delayed in transit from Caracas following the Venezuelan F750 round and he missed Friday's practice session.

Phil Read, Britain's former 500cc World Champion, who is keen to make the grade in the F750 series, qualified for the race and then had to pull out on Sunday morning after doctors confirmed a mild case of penumonia, a result of his Modena crash two weeks earlier in which he broke a rib.

The tension was overwhelming at the start of the first 32-lap race. As Roberts, Baker and Rougerie led the howling pack around at the end of the first lap, news came that Cecotto had crashed halfway around, after a handlebar had broken off. Cecotto was unhurt, but out of the race.

The Kawasaki duo of Mick Grant and Barry Ditchburn stopped in the pits after two laps, while Baker blasted past Roberts along the start/finish straight. Kenny hung on, but it was going to be hard work.

Baker pulled further and further away, and Roberts then came under pressure from Michel Rougerie, who had held off a challenge from Giacomo Agostini.

After seven laps Baker was 15 seconds ahead of Rougerie, who had outsted Roberts from second. Agostini was in trouble, and dropping down the field. Barry Sheene, ninth on the opening lap, was up to fourth.

On the 13th lap Kenny Roberts' Yamaha seized and pitched the young American off at nearly 70 mph. Roberts suffered a sprained ankle.

Baker rolled on like an express train, and the interest lay in who would be second, third and fourth. Ago had stopped and rejoined the battle a lap later, but he was well out of the running, and the bike was off song. He retired shortly thereafter.

Sheene was the first of leaders to pit for fuel, and the few seconds cost him his fourth place. He dropped to ninth and a lap later American Pat Hennen, riding a steady race, stopped for fuel, also.

Young Swiss ace Phillipe Coulon had moved through to third, but he overdid it and crashed, letting Victor Palamo, the Spaniard, move into the top three. Swiss Bruno Kneubuhler, Barry Sheene, and Japanese ace Takazumi Katayama trailed behind him.

Bruno was next for fuel and he dropped to sixth. With Palamo and Katayama also refueling the leaderboard began to switch. But nothing slowed Baker. He was more than 30 seconds up when he stopped, and the second place man Rougerie wasn't even in sight when he re-stared!

With six laps to go Baker was a minute clear, with Sheene now second after pressing on, Rougerie third and Kneubuhler fourth. Unlucky Palamo had broken a water pipe in his pit stop, and that coupled with a decidedly rough rear tire forced him to circulate slowly, losing place after place. Rougerie overtook Sheene, and the pair had a real battle for supremacy.

Baker's engine seized three laps from the finish, but freed again immediately. Easing off the pressure he rode home a comfortable winner. Rougerie held off Sheene's last lap challenge, with Kneubuhler fourth, Pat Hennen nipping past Katayama on the last lap fifth, the Japanese ace sixth, and Scotsman Alex George on the Hermatite Yamaha seventh.

An incredible dispute between the course commentator and Giacomo Agostini ended with Ago grabbing the microphone from the man. In a very emotional state Ago told the crowd that as much as he wanted to ride in the second leg, he could not because he had given all his spare pistons to Steve Baker. The incident, and a general reluctance by the other riders to come to the grid gave Baker enough time to rebuild his engine for the second race.

Only 27 starters out of the original 40 came to the start of the warming up lap, and one of those, Dutchman Boet Van Dulman had the engine lock up before completing that circuit! Cecotto was there, but Roberts with a painful ankle was not, nor was Ago. But the South American youngster had no better luck in this race. On the second lap his engine seized.

Baker was unbeatable again, but this time he was content to nurse his engine along. He maintained a few seconds lead over Rougerie and Sheene, who were again battling it out. When they got too close, he simply opened the throttle and pulled away!

John Newbold, not impressive in the first race, had found a new lease on life in the second. On the first lap he had been second to Rougerie past the pits, but even after Baker and Roberts had gone through, the young English rider was always about the place.

Palamo's bad luck continued. A petrol pipe burst and he crashed at the chicane, fortunately without injury, but that was a very tame fall compared with Scotsman Alex George, who had his 700 Yamaha gearbox seize. Alex claims it was the "best" of the meeting, and his worst injury was a badly grazed elbow which took three millimeters off the bone, when he levered himself from under the sliding bike to sit on top of it!

Baker, out front, had a much easier time. Rougerie was not likely to catch him, and indeed Sheene went into second spot when the Frenchman stopped for fuel. Baker's lead was now 38 seconds, and interest lay in whether Rougerie could reclaim second place. He did, though for a few laps it looked as though Katayama would catch the pair of them. But he slowed and that was that. ●

Steve Baker — he may look like a college kid in repose, but he blew off a lot of Europe's best in both 100 mile heats.

Results

1. S. Baker (Yam). 2. M. Rougerie (Yam). 3. B. Sheene (Suz). 4. T. Katayama (Yam). 5. P. Hennen (Suz). 6. J. Newbold (Suz). 7. Y. Duhamel (Kaw). 8. G. Chorkroun (Yam). 9. R. Ruiz (Yam). 10. J. Findlay (Yam). 11. M. Ankone (Suz). 12. A. Sciaresa (Yam). 13. V. Palomo (Yam). 14. P. Korhonen (Yam). 15. C. Bourgeois (Yam). 16. G. Husson (Yam). 17. B. Kneubuhler (Yam). 18. R. Haslam (Yam).

AUSTRIAN 125 GP MX

Rahier & Churavy score moto wins

CORINTHIA, AUSTRIA, APRIL 4

World Champion Gaston Rahier had to settle for a tie in the 125cc Grand Prix point standings following the season's opening round in southern Austria. Czech Jiri Churavy, aboard a CZ, took the win in the opening moto over Suzuki works rider Rahier. Rahier turned the standings around in the second moto and each rider now has 27 points towards the '76 World Championship.

Italians Paolo Piron and Ivano Bessone finished third and fifth, bracketing West German E. Hau. Tied for fifth with Bessone was Roger Harvey from Great Britain. ●

Results

1st Moto: 1. Churavy; 2. Rahier; 3. Harvey; 4. Hau; 5. Velky; 6. Piron; 7. Stroessenreuter; 8. Khudiakov; 9. Maddii; 10. Stouvenakers.

2nd Moto: 1. Rahier; 2. Churavy; 3. Bessone; 4. Piron; 5. Rulev; 6. Maddi; 7. Hau; 8. Autio; 9. Huber; 10. Liljegren.

125cc GP Point Standings: 1. J. Churavy (CZ); 2. G. Rahier (Suz); 3. P. Piron (CZ); 4. E. Hau (Zun); 5. I. Bessone (SWM)/R. Harvey (Hus); 7. C. Maddii (Anc); 8. P. Rulev (CZ)/Z. Velky (CZ); 10. H. Stroessenreuter (KTM).

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Minute 23, including Cycle's Jess Thomas, gets set to re-discover the old Baja.

Bustin' throu brush-Tecate

By Larry Langley

TECATE, MEX., APR. 3-4

The Los Ancianos M/C Annual Tecate 500 Enduro is fast becoming a classic. In a few short years the Baja trek has become one of the "in" rides. Even Malcolm shows up and he doesn't like to ride enduros.

I was totally impressed by the logistics and organization by the promoting club. It took countless hours and many, many months to put on an event of this magnitude. It would be hard enough to try and put this enduro on in the United States. In Mexico it's even tougher. How would you like the police to haul your finish check personnel to jail? It happened at San Felipe, the overnight stop. When the proper "permits" are paid for, you have to make sure you paid the right amount to the right official.

Finding the pit area in Tecate presented a small problem but thanks to some CB radio contact we were soon homed in. The $50 entry fee included gas at the gas stops, lunch each day, and insurance for the bikes. Sounds like a pretty steep entry fee but 300 bikers willingly paid it. The club had originally planned on only allowing 240 riders but due to the overwhelming response this year, they decided to allow 300.

A pretty good contingent of top District 37 enduro riders were on hand, laughing themselves silly at the inaccurate schedule. The club sort of puts it together without much thought for technicalities, like having two or three tenths left over at the end of a section, and observing the even tenth/whole minute rule (they advertised D-37 rules but ignored them). Savvy folks who ride the Tecate every year just chuckled and told the newcomers to forget about timekeeping and enjoy the ride. Saves ulcers.

Saturday dawned cold and foggy with the first riders out at 6:01 a.m. The start was well organized with riders lining up at five minute down to one minute lines. Shortly after leaving the start area the course led out to the main highway and the local police were directing riders with their cruiser blocking the highway, protecting the riders from oncoming traffic. A ten mile jaunt up the road and the course finally turned off for the start of many, many miles of Baja riding at its best. The fog was causing some vision problems as goggles were becoming blurry, as dew mixed with dust, creating mud. A number of riders were late to the first check as they had to slow down to see. A brisk 36 mph average had everyone moving right along.

Soon the fog lifted and the riders were treated to some spectacular Baja scenery. Baja is truly one of the last unspoiled deserts on earth and the Los Ancianos led us through some of the best, mostly on old roads which were barely recognizable as trails at times.

We saw the highway one more time at Gas One before heading out on what was possibly the most difficult section of the enduro. The 63 mile leg was mostly deep sand and you know what that does to gas mileage. By now the temperatures had climbed into the high 80's. The combination of sand and heat destroyed many an engine in that unforgettable section. Some ran out of gas. Those lucky enough to make it to the gas had a chance to relax for awhile as it was also the lunch stop. Many riders went back to pull their buddies out.

The club provided roast beef sandwiches with ice cold drinks of your choice, plus cold oranges, candy bars, mixed peanuts bags and what have you. A cold towel was handed to each rider as he entered the area to wash off with as club members lubed the chains. All too soon it was time to move on out and see what the club had in mind next. (Some wish they had stayed.)

The sand was still there but now it was rock city. Running over rock fields at 30 mph averages is exciting to say the

One of the out-of-gas bunch joins the in-for-lunch bunch, with a bit of help from a friend and a handy rope.

gh the Baja 500 Enduro

least. They did drop one section to 12 mph, the lowest average of the enduro, but it only went for 1.8 miles. Six ply tires with 15 pounds of pressure were well appreciated. I don't know how many times I was jolted by a collision with a rock I never saw. Finally I realized what was happening. I would pick a clear line but then the dreaded Mexican jumping rock would hop right in there and K'BAM . . . Flying through the air with the greatest of ease . . . cactus fields were another problem for riders to contend with.

At the third gas the enduro was over for Saturday except we still had to ride 74 miles to San Felipe. The course had a last minute change when the authorities refused permission to use a section the club had marked in (sound familiar?) but the club had an alternative route all ready. When we crested the sand hill with the gulf just a short way ahead we knew we had made it. One more day to go.

Sunday

After some bike maintenance and a good shrimp dinner it was a night of restless Z's. Come morning the weather cooled off considerably and so did the course. Sunday's course was as easy as Saturday's was hard. It was mostly mountain terrain over dirt roads and trails. The averages were still high, mostly 30 and 36 mph. Riders who could not maintain the average fell back and just enjoyed the ride. We were seeing a Baja most didn't even know existed. Lunch was at a Mexican saw mill somewhere in the mountains. I remember meadows with flowers blooming and wished I had brought color film. Finally the course crossed the highway with just about 40 miles to go. Rain was threatening and the last obstacle was "Heartbreak Hill" in a 15 mph section. A check was waiting at the end of the section and it was off .5 of a mile. Riders who were timekeeping hit it two minutes early. The timekeepers cried and the rest just shrugged.

About 20 miles from the finish the Annual Tradition started: It rained. It was better than last year when it snowed but it still made things miserable especially when the course let out onto the highway for the final 10 miles in. Rain at 60 mph stings like hell.

A good size finish crowd was on hand to greet their heroes. They had survived over 500 miles of Baja's worst terrain to pick up a cherished finisher pin and hopefully one of the Los Ancianos M/C really fine and unique trophies. Whoever wins the Tecate 500 will do so on the basis of being able to ride at breakneck speeds through rugged and demanding terrain. It won't be a timekeeper as the Tecate 500 wasn't a timekeeper's enduro . . . But it was one of the best rides I have ever had. ●

Results to come.

Girls! Food! Uh, think I'll pass on that second loop . . .

PHOTOS BY LARRY LANGLEY

Enduro Trophy Time!

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It's t-shirt weather at Beeline Raceway when practice starts at 4 p.m. but when that sun goes down bring out the ear muffs and long handles.

Old Timers at damp Dunes

By Dal Calais

VALENCIA, CAL, APR. 4

Thirty five of the over-40 gang took a chance on old man weather – and won. A light drizzle kept the track tacky and a few sloppily spots made it interesting.

Checking on the Masters class, it was Marvin Olson all the way on a bike that just wouldn't quit running with a clean sweep of three out of three, followed by determined Jim Warden, who was making his Master's debut today. Don Withers was right in there for third, with gate-crasher Norb Brown on his 125 Suzuki in fourth. Norb had jetted so close that he seized in the first two motos, but ran hot and steady in the third. When asked why all the pushing the bike around in the first two motos, Norb replied that his bike was just like a new puppy – gotta walk it around a while to teach it a few tricks. To insure a good ride in the third moto, Norb tried to wave Marvin off before the gate dropped. These old guys have more tricks than you can shake a cane at.

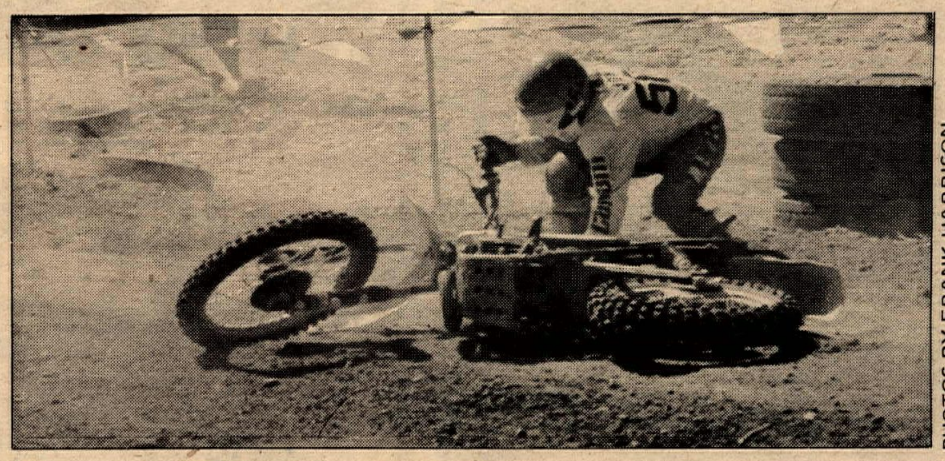
On the Expert side, ol' reliable Al Dennler whizzed around for first overall with Gerald Hutchinson showing his stuff in his first Expert ride with a solid second.

Amateur Warren Fonteneau (Bul) whipped up a 1-1-3 for top honors, with Dick Doyle right there in hot pursuit for second.

John Selder rode his second race with the club today; started with the Novice group, but ended up an Amateur.

Starling events in the Novice group; Dal finally got his new monoshocker jetted for clean starts, stayed up for a change, and whooped it up for first overall. After three and a half years on his 175, he said it was mighty weird gettin' the holeshot. ●

Roger Jones picks up the pieces at Beeline.



PHOTOS BY FRANK HARRISON

U.R.A. Good Time Enduro

By Willard J. Crawford

RED MOUNTAIN, CAL., MAR. 28

How many weekends have you had a choice between riding in a Hare and Hound on one side of the road or an enduro on the other? Such was the case when the United Racing Association staged their '76 version of the Good Times Enduro.

A certain amount of confusion was apparent when some enduro riders showed up at the desert racers camp and vice versa.

One hundred "mini-pinnacles" (tufa rock) created a fantastic "Lost in Space" backdrop for the fun family run. The first loop was well-planned for the under 16 and powder puff set, with amusing signs strategically located throughout the course. The most popular attraction was the "Sanford & Son" junkyard; it's difficult to understand why all that junk was dumped out there in the middle of the desert.

The second loop was interesting up to the beer break at Charlie's Place, and then it became challenging. Those crafty U.R.A. people set up a check only two miles out of Charlie's and caught a herd of us "with our route sheets down." The rest of the course kept everyone moving rapidly and included an uphill that nearly wasted some riders.

The second railroad crossing was an experience. Everyone had their own secret method of getting across. One enterprising young gentleman got off his bike, revved up the engine, and hit the side of the track with a resounding "thud-splat'" At last report he was still looking for a dislocated fuel tank. ●

Beeline Raceway

By Frank Harrison

PHOENIX, ARIZ., MAR. 20

A new Saturday night series of motocross events just started at Beeline Raceway and they run practically every size in the book on one of the neatest and most compact spectator type courses around.

At the start of the last 125 Expert moto, Dave Crawford (Hon) immediately jumped out to a demanding lead while the rest of the pack tried to sort it all out on the first lap. Meanwhile, hard charging Roger Jones (C-A) made his way through the pack, picking off riders one by one, after losing his gas cap on the start. Crawford continued to widen his lead as the big battle for the next three positions had spectators on their feet. Jones' astounding pace had him working on fourth on the lap before the white, but a spill halted his chances.

250 Open Expert, David Crawford (Suz), was quickest off the start but Roger Jones (C-A) grabbed the lead on the first turn and shot out way ahead. At the end of the first lap David Andregy (Suz) was starting to put pressure on Crawford. Andregy slipped into second and in the closing laps closed in on Jones for a very close second at the checkered. ●

The Fish out-foxes the lions

By M. Thunderpussy

SUNNYMEAD, CAL., MAR. 28

It was a CRC day at DeAnza, with intermittent cloudy skies and cool temperatures creating near-perfect racing weather. The story of the day was not the weather, but the highly competitive 125 Amateur/Expert class.

Worrying that she couldn't cut it, but finally deciding to try her hand racing with the 125 Expert guys, super lady racer Sue Fish (Yam) holeshot the first moto and led the first five laps of the race. Tyrone Brown (Suz), the eventual moto winner, was more than a little surprised when he realized the person in front of him was a girl. Butch Darling (Hon) worked his way through the pack for an eventual second (on the last lap), but when he got to Sue he found it *real* difficult to get by. Butch was later heard to remark that he enjoyed watching her (from) behind . . .

The second moto saw Darling first off the line and first at the flag. Sue-per Fish got a rotten start, and crashed twice in an attempt to make up ground. She finished 12th and seventh overall for the day. She made her mark very well!

In the Open Amateur/Expert go-round, Jim Conolly (Mai) got a great holeshot and had a good go at it with Chuck Pettigrew (Mai) for the entire moto. Jim led the first four laps, then played follow-the-leader until the white flag lap when he smoked by Pettigrew on a downhill section and motored home for the win. In the second moto Conolly again out rode the rest into the first corner. Pettigrew came on like a house afire, though, and passed Jim for the lead. Conolly stalked him like a cat until an off course excursion set Jim back six seconds. Not only did Conolly make up the deficit, but he again ricocheted past Pettigrew on the last lap. Pettigrew made a banzai last ditch charge on the downhill before the finish, but Conolly held out by a spoke.

There was a light turnout (seven riders) in the Women's Division. Expert Chelle Blythe (Hon) had an easy win in the first moto after Amateur Gale Webb (Hon), who led the first four laps, had her throttle arm seize up solid. Gale's arm was injured in an accident and continues to give her trouble. In the second moto Chelle took the lead from the beginning and walked away with the win. Diane Harmon again picked up second place with Gale Webb third.

125 Novice action saw Craig Gormley (Yam) in a classic battle with Mickey McDougal (Yam) in the first moto. Craig led the majority of the laps, including the one that counted. In the second go-round, Craig again got the holeshot and led for two laps, but Dennis Vetter (Hon) smoked by for the lead and pulled away for a decisive win with Gormley in for second.

The 250 Amateur/Expert race is under protest, with unofficial first overall Tim Welker (Suz) and second overall Danny Sanchez (KTM) accused of course cutting. Danny maintains the spot where he allegedly "course cut" was inside the ribbon boundary, and that fact makes it fair territory. The ribbons were moved after the moto in question, but not before. Results of the protest are under advisement. •

Results in Results Section.

Griners winners at Corona

By Elaine Jones

CORONA, CAL., MAR. 31

It was family night for the Griners as Ken and son Terry each won their respective classes. Ken

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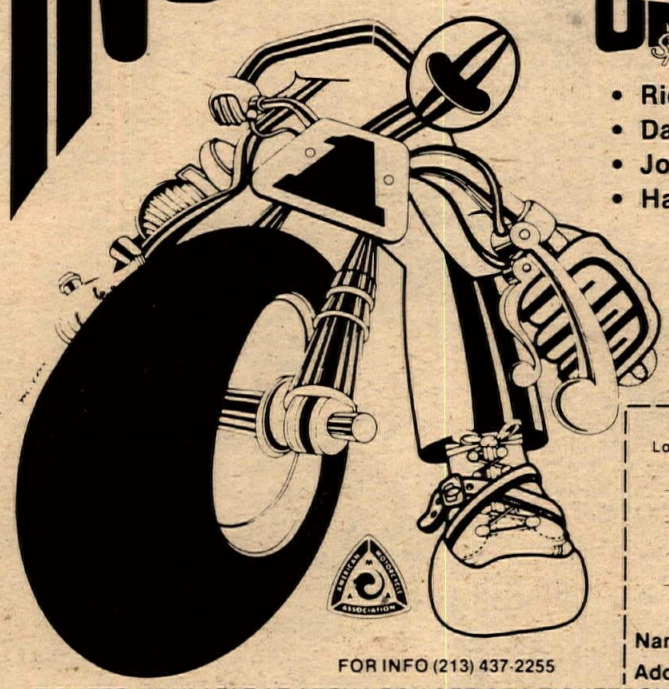

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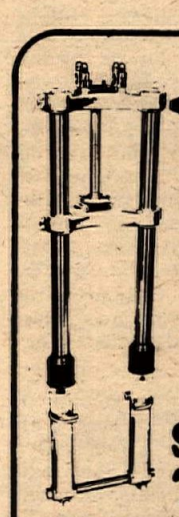

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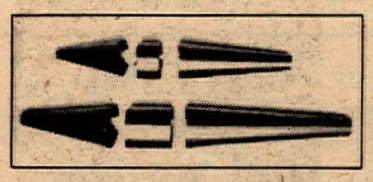

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KEN DUNN

Jim Martin (9), Mike McGowen (1) and Gary Cox (5) put the stops to the crew at D-37/38 blast at Carlsbad.

topped Larry Blakely and Don Briggs to win the Open Novice half-mile in a race that saw a single file restart at mid-point, and in the Open Expert half-mile Terry, following his Dad's example, got off the line first and never made a mistake.

Denny Aguirre, long over due, capitalized on the mistakes and attrition problems of Stan Kinsey and Bob Graves. Bob got off the line first but went down and was never able to get back in the fray. Stan "Cowboy" Kinsey jumped into the lead and Denny settled in behind him and started to apply the pressure. It paid off. Stan broke and Denny sailed on by for the victory.

The "Catch All" race on the short track was made up of riders who didn't have a class, and it proved most interesting. The line-up had one 125 Expert; two 250 Amateurs; one Open Novice; and one Open Expert. They all started on the line even and Danny Perkins on his fast 125 Honda went home with all the marbles.

Mike Allen got some sweet revenge as he beat Perkins in the 250 Amateur/Expert half-mile where the bigger machine did prevail.

Wayne Rainey led the 250 Expert Twins from start to finish. Jim Beck and Terry McCreery shared the 250 Novice honors with Jim taking the nod on the short track and Terry on the half-mile.

Chuck Bittle collected the biggest basket of brass for the evening, winning the 125 Novice half-mile, collecting second in the 125 Novice short track, behind Terry Singleton, and second to Kirk Johnson in the mini short track.

Kirk Johnson also won the mini half-mile in a hard fought duel with David Dove.

Starting next week there will be a money race for Open Experts on the TT and half-mile, continuing every week thereafter.

On May 5 there will be a mini cycle race for riders 21 and over on the TT, so get your bikes ready guys. •

Results in Results Section.

McGowen again at D-37/38 MX

By Ken Dunn

CARLSBAD, CAL., MAR. 21

Hot Mike McGowen continued his dominating ways today by topping a strong field of 250 Experts. Mike's double moto victory would indicate he's quite serious about defending his number one plate in the June National Amateur Championship to be held at Carlsbad.

Jim Martin pulled the holeshot on his Martin Specialties CZ in the first moto, but McGowen zapped him in the second turn and proceeded with one of his infamous disappearing acts. Martin cruised along, secure in second, with Anderson third as a cast of dozens argued over fourth. In the end, the first three places were the same and Jeff Mathews claimed the much sought after fourth spot after making a tough run through traffic.

Steve Bartley (Hon) smoked the 125 Experts off the line in moto one and never let go. Kenny Frost (Hon) held a consistent second over Louis Darling (Hon), and that's how they finished.

Frost was back in the Open Expert class, taking the first moto lead with his 370 RM. He managed to hold it ahead of arch rival Chip Howell (Hus), at least until the closing laps when his Suzuki DNF'd right in front of the Suzuki scoring tower. Howell took the win with D. Martin (Suz) second.

Jim Martin put it to 'em again in moto two, but Mathews, McGowen, and Anderson were right in there. All three riders were in a tight clump as they completed the first lap but when they hit the third 180 Jim tried to get the lead from McGowen as they made their exit and promptly looped his CZ. Jim was uninjured and managed to get running again back in the pack. McGowen scored another win.

Steve Bartley almost won the second 125 Expert heat as well, but suffered a DNF instead. Louis Darling inherited the lead and the overall win, Kenny Frost placed second with two of the same. •

Tucson AMA Qualifier

By Kent Nicholls

TUCSON, ARIZ., MAR. 14

Today's Trans-AMA Qualifier was the largest event ever held in this area, and the promise of some hot action as 54 AMA Pros vied for $1600 in purse money gave around 3,000 Tucsonans good reason to converge on Sunshine Cycle Park.

First Open Moto: Suzuki's Training School sent young Gary Ogden over to rocket off the starting line and it appeared that the Open class was his. A fall abruptly ended all that and by the time he got re-started he had lost almost a lap. While Ogden was trying valiantly to recoup, Will Harper (Mai) riding for Desert Cycle, was leading — a task he performed from the second lap on.

Bob Blose (Hus) and Ron Pomeroy (Bul) exchanged second and third place spots locked onto one another. Blose scored a second, but as he crossed the finish line, he could see Pomeroy's front wheel out of the corner of his eye.

The start of the first 250 race saw Carlos Serrano (Suz) alone in the first corner and for the next five laps the crowd loved it. Here was a local, smoking the AMA pros. Then the mood changed from exhileration to despair. The last turn before the drop-away jump had a migrating berm, which ended up at the base of the red nylon fence. Carlos' Suzuki straightened up before he got a chance to get away from the fence. A foot peg caught, taking out 50 feet of fence, four posts, and pitched him over the bars. A disheartened Serrano cruised to a mid-pack 12th.

The race went on to have no less than six different leads, Marty Moates (Suz), Robert Elliot (Suz) and Chuck Lampe

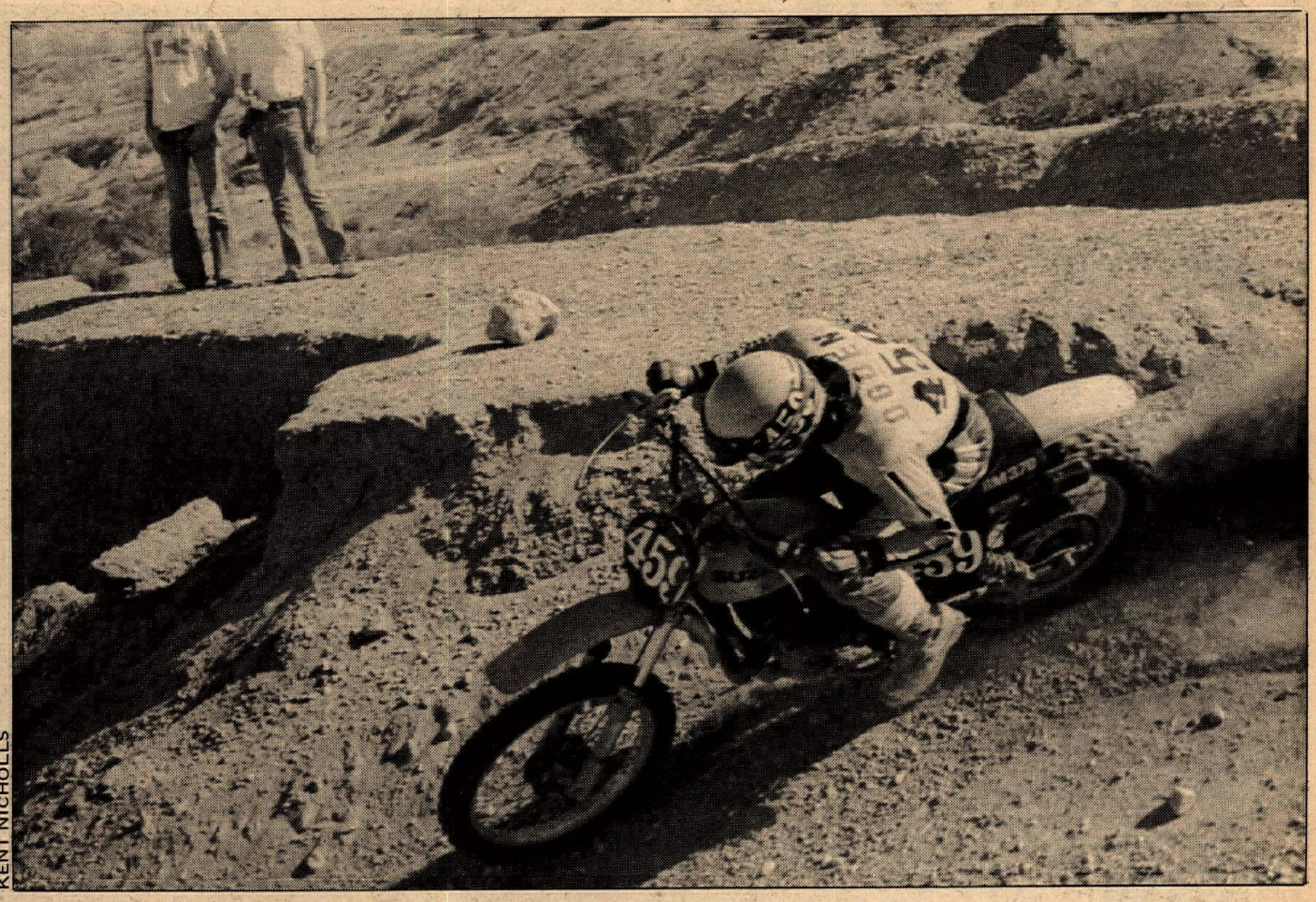
(Kaw), after several place swaps, settled into formation, riding the last four laps in that fashion.

Second Open Moto: Again it was the Ogden express into the first corner, and again he fell, putting him back to seventh. KTM pilot Jeff Foland made his move to take the lead when Ogden fell, never to be jarred from his number one spot. Behind him a mirror image of the first moto Blose-Pomeroy duel was taking place, again for second and third. Meanwhile, back in the pack, Ogden was moving up frighteningly fast. He came upon the Blose-Pomeroy ruckas and passed them *both*. The drop of the checkered flag saw Foland winning, a closing Ogden second, Blose again beating out Pomeroy, this time for third.

Bob Blose won neither moto, but was consistent enough to beat Harper and Foland for first overall.

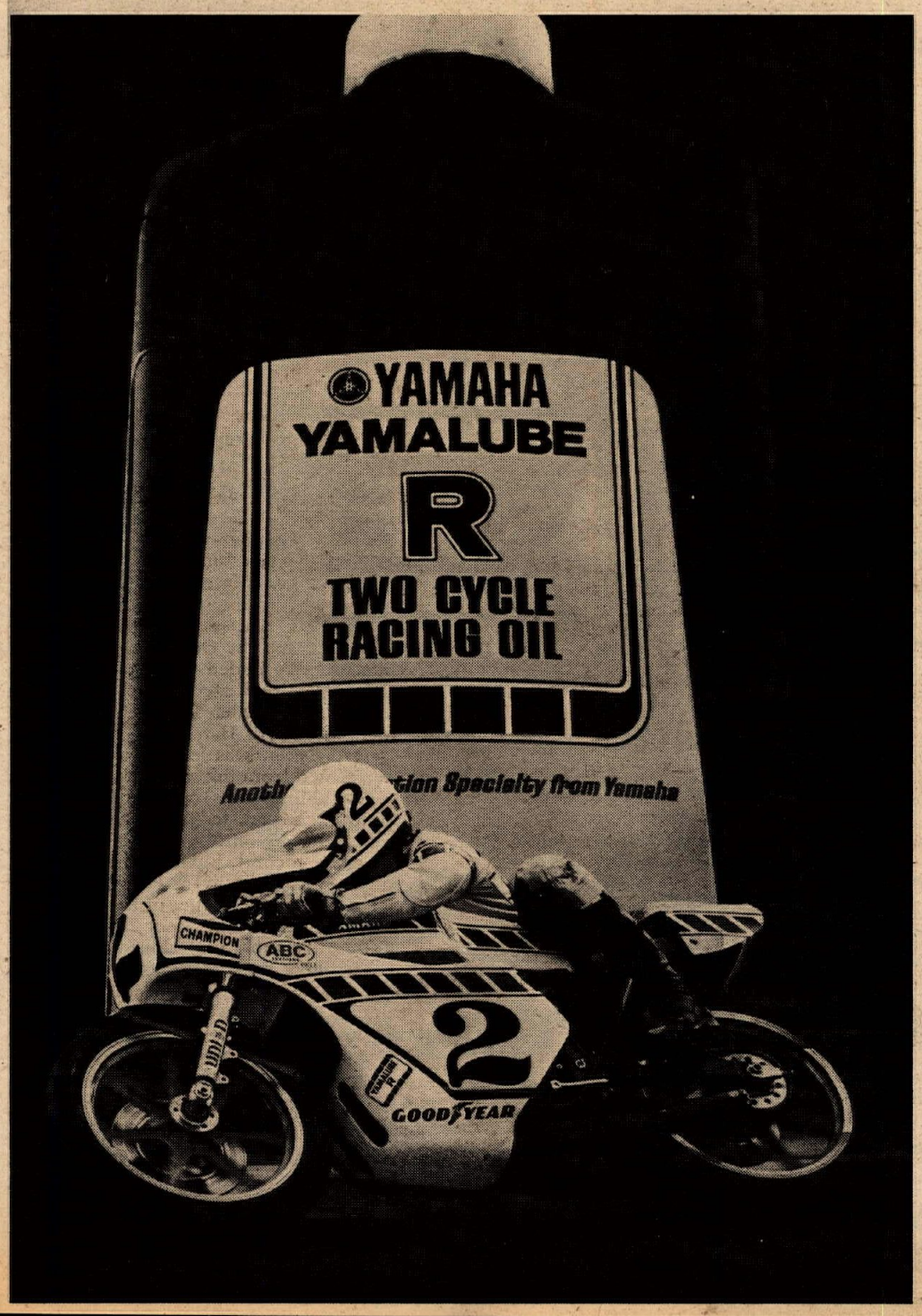
Last 250 race: Again the start saw Serrano cop the lead. Carlos was alone the entire race and the fans loved it. Behind him Moates and Elliot were going at it. In the heat of battle, Moates unknowingly broke a tank mount, opening up a small fissure in the tank itself and the gas slowly trickled out. With a first moto win and a third this race, Marty had the overall sewed up. During the second-to-last lap Moates' Suzuki began to sputter. He raced into the pits, re-fueled the fractured tank, returned to the track, fell, and still finished seventh.

The unexpected turn of events moved Bob Elliot into the winning spot for the day, Moates (1-7) second, Chuck Lampe (3-6) third, and Carlos Serrano (12-1) fourth. ●



KENT NICHOLLS

Suzuki's Gary Ogden roosts away at Tucson's Sunshine Cycle Park.



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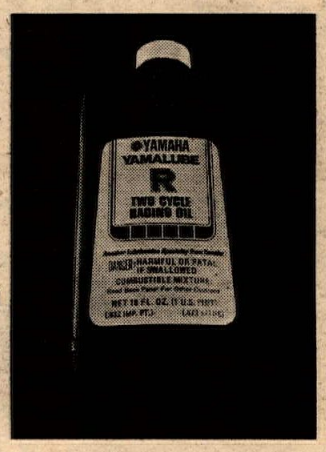

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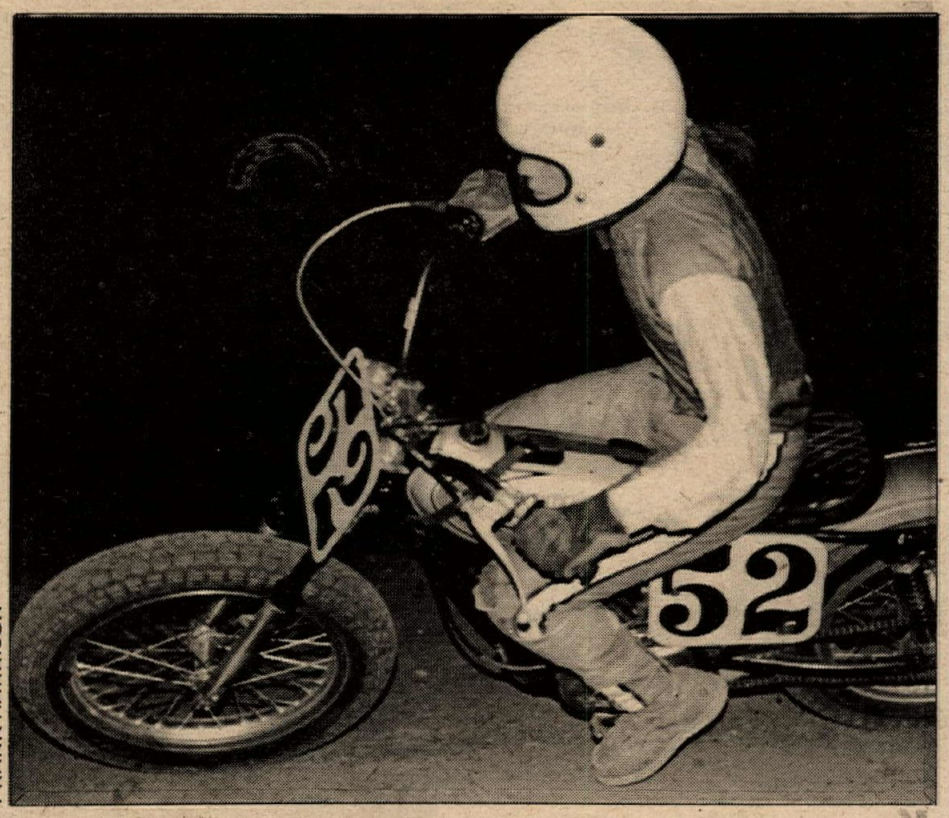


FRANK HARRISON

Larry Carter gets ready to tuck in at Manzanita Raceway.

Comproni brightens AME night

By Ted Titmas

VALENCIA, CAL., MAR. 26

Arnie Comproni (Mai) is unquestionably the most dominate rider in 250 Junior competition. Other riders in his class can't seem to match the smoothness and concentration which enables Comproni to consistently win week after week. Once again, Comproni, wearing his usual bumble-bee shirt, grabbed the lead and went wire to wire in both motos. However, attention was drawn to the battle between Mark Durand (Hus) and Benni Schillaci (Mai) which was decided on the final lap in favor of Durand after Schillaci was hit and went down.

Mini Expert Jim Holley devastated the competition on his PK Products Yamaha as he styled his way to the overall win. If Holly can maintain his current form he has to be odds on favorite in the upcoming Mini World Championship.

125 Junior, Jim David (Suz), treated spectators to one of the wildest 'on the gas' riding exhibitions to be seen. Someone forgot to tell Davis that stock Suzukis are not as fast as hopped up Hondas and Yamahas as he blitzed past riders in one of the largest classes of the evening. Davis climaxed his long ride up through the pack with what looked like a photo finish - between Danny Thompson (Yam) and Drew Sidaris (Hon). •

Manzanita Raceway TT

By Frank Harrison

PHOENIX, ARIZ., MAR. 24

The qualifying heats got everything sorted out and some of the better final action included the Expert Minis. Donny Smallwood was quickest at the start but Bart Meridith moved out front about halfway, with the finish showing Meridith (J&B Racing), Morgan Clay, and Smallwood.

In the 250 Expert final, Bobby Smallwood headed the pack, followed by Larry Carter and Rand Barnes. As Smallwood increased his lead over the field, Barnes worked on Carter and charged into second as Tom Miller gassed it into third. That was the final formation, with Smallwood way out front.

Bryan Renshaw was quickest at the start of the 500 Expert main, but Len Schuler and Tom Burchamp quickly moved through the pack to challenge. However, with Schuler challenging Renshaw in an elbow to elbow battle in the dog leg hairpin, they both crashed and an ambulance call halted the race, leaving Burchamp to take the win and Mike Woodward second.

The thriller 750 Open was what the crowd had come out to see. John Sellers shot to a quick lead, but with Tom Burchamp and Rand Barnes close at hand, all in a pod, it was anybody's race. Pat Klein and Ken Killebrew had their own thing going on in the back, with Kellebrew finally passing Klein for fourth. Sellers finished with a not too comfortable lead. •

Results in Results Section.

Boren brothers double at Dunes

By Ted Titmas

VALENCIA, CAL., MAR. 19

It's becoming a weekly occurrence to find Mark Boren (Hon) the overall winner of the 125 Intermediate class and this race held no exceptions with Boren taking two back to back wins.

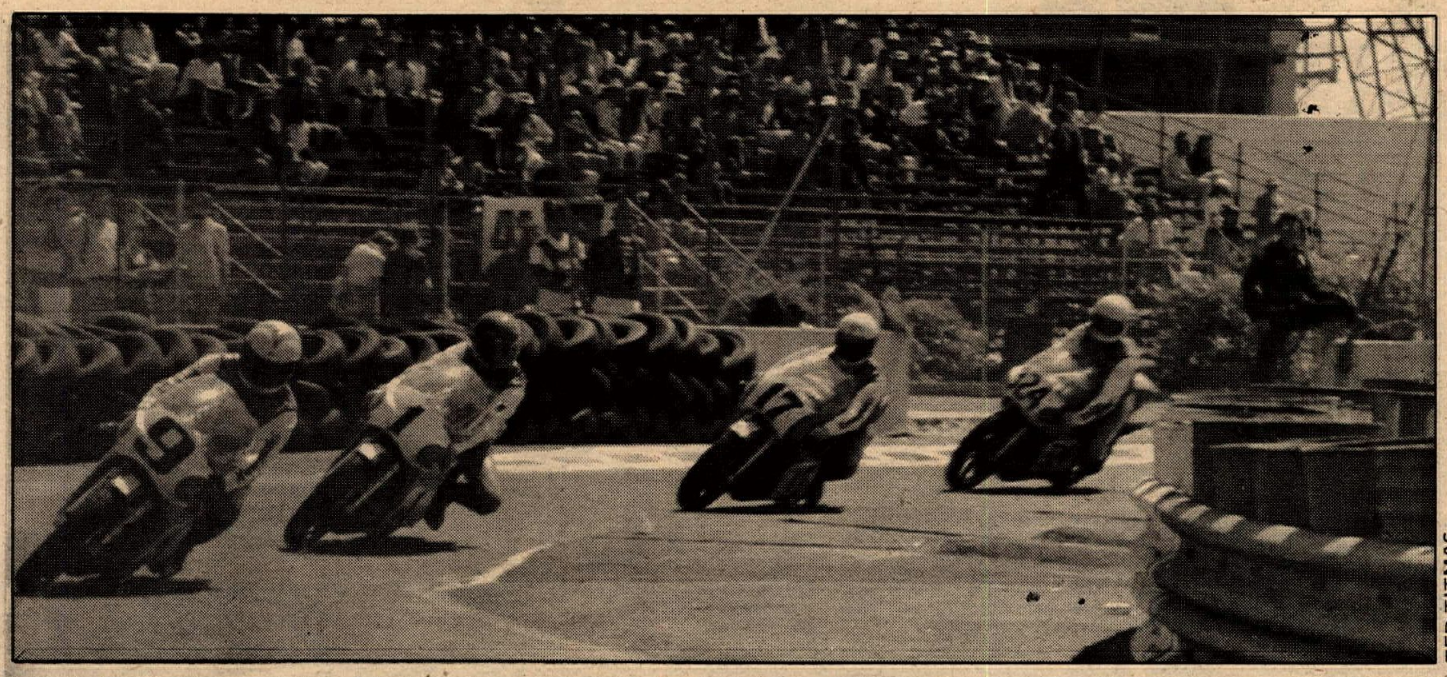
The other half of the Boren team, Greg, went home a big winner as he matched his brother in the 125 Junior class. Boren, on a new red framed Honda, quickly showed he meant business by grabbing the holeshot in both motos and led them wire to wire.

Arnold Comproni (Mai) once again took the overall win in the 250 Junior, winning both motos with comparative ease. Most of the riders in Comproni's class will breathe a sigh of relief as he moves up to the Intermediate class in the near future.

Bobby Kline (Hon) managed to make a shambles of the 125 Pro class while at the same time treating the spectators to some fast and wild riding.

After a few months layoff due to an injury, it's really nice to see Steve Schmitz (Yam) back to winning form in the Mini Experts. In a race long battle with AJ Whiting (Yam) Schmitz edged him out for the win, and a very happy return to racing. •

Results in Results Section.



TED TITMAS

Gary Nixon (9) and Yvon Duhamel (17) lead the mechanized snake around the Long Beach circuit, with former British champ Martin Carney (1) and Ron Pierce (324) in tow. Below, Bob Endicott styles for the car fans. LOWER PHOTO: Ascot photo finish, Foster over Guthrie.

Kawasaki: Road Racing in the streets

By Ted Titmas

LONG BEACH, CAL., MAR. 28

As one hundred and fifty thousand racing fans and every major newspaper and sports magazine in the nation covered the first running of the Long Beach Grand Prix, Kawasaki must have felt rather pleased with being able to obtain so much publicity for staging a small demonstration race. The benefits were two-fold. Promoters wanted some other form of entertainment for the spectators along with the idea of running a full scale Grand Prix for bikes in the future. Entertaining they were, with speeds ranging from 20 mph in the tight corners to 165 mph on the straight.

In just ten short laps the two 750cc bikes and five 250cc were turning lap times of 1:55. Kawasaki's Yvon Duhamel and Ron Pierce both felt that, with everyone aboard 750cc's and more practice time for gearing and jetting, times would come tumbling down bringing the bikes' lap times very close to those turned by the Grand Prix cars.

All the riders felt that this track, with a few modifications would make one of the most demanding and also one of the safest tracks in the country.

Grand Prix bikes attract large attendance figures in Europe and Long Beach promoters are seriously thinking of holding another race just for bikes. Think of it: A race through the city streets with cars putting on the demonstration race. ●

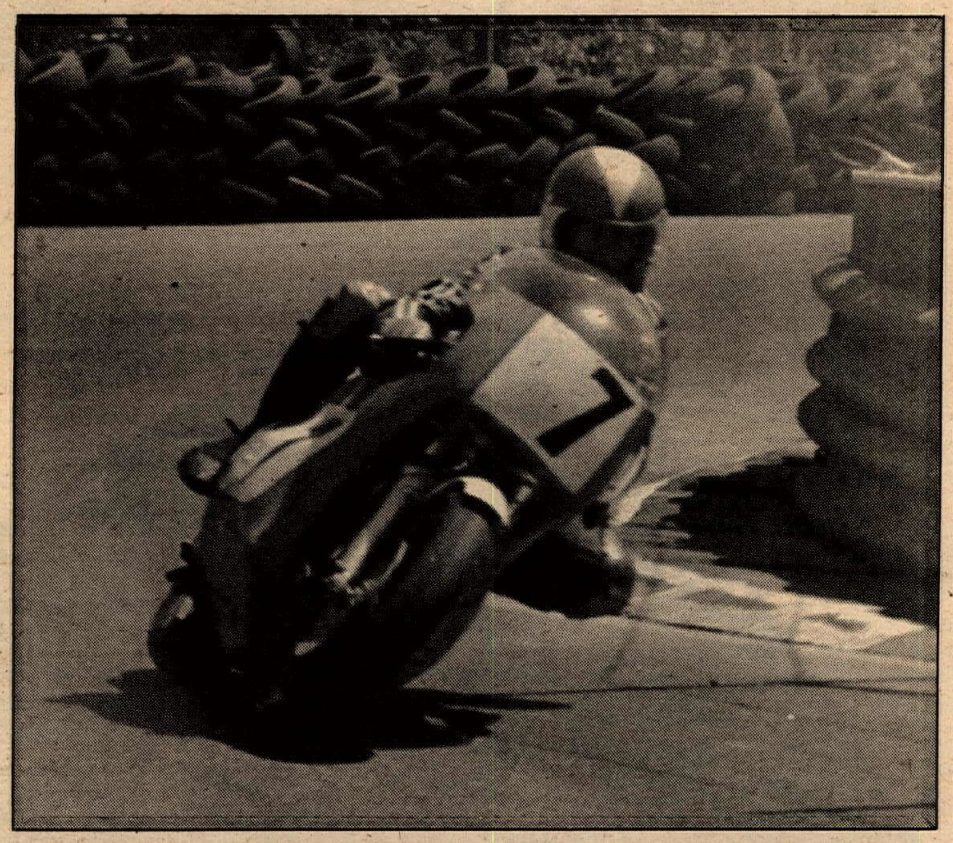
Ascot fortune smiles on Fortune

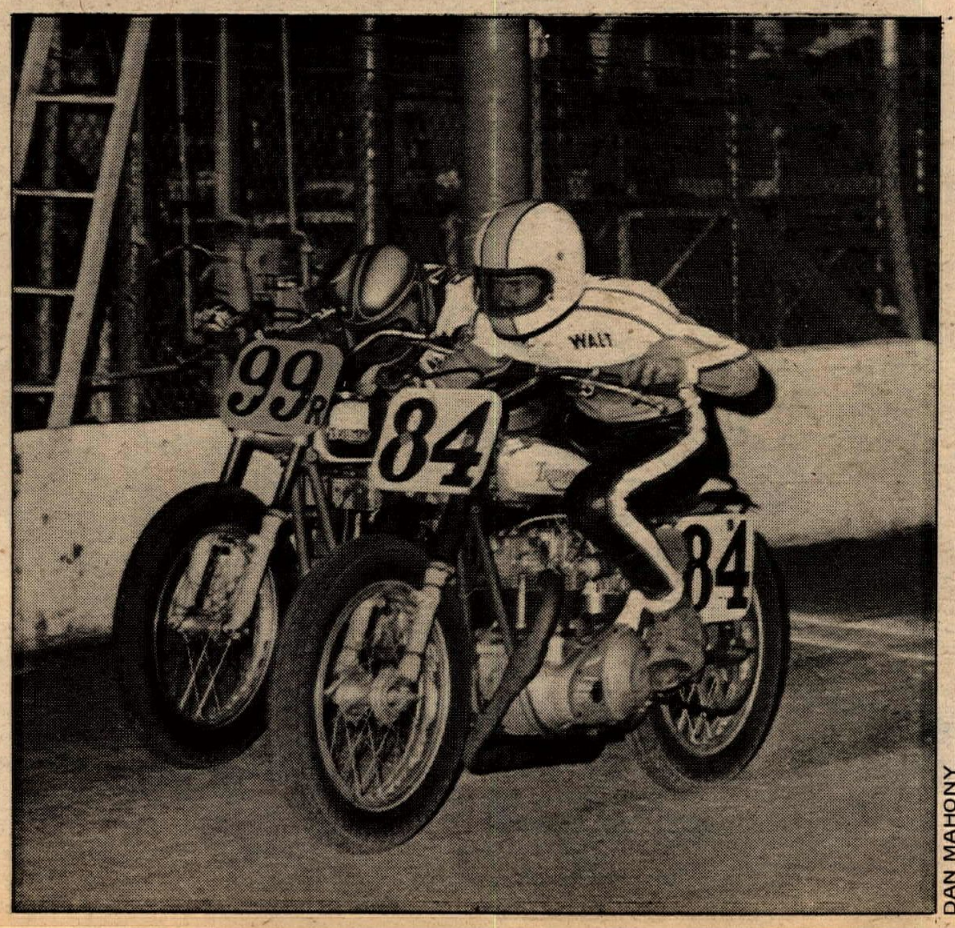
GARDENA, CAL., APRIL 9

Steve Fortune, a Junior, beat out a late-race charge by Walt Foster to take the combined Final by about 100 feet. Foster, who had been closing, got into a bad wobble about lap 13 and slacked off after that. Earlier, Walt had won a photo-finish Trophy Dash by about a hub width over Pat Guthrie.

In the Novice portion, Tim McWhorter (yeah, Dan's "lil' brother") moved through traffic from about fifth position off the start to win his first big pro race at Ascot. ●

Full results to come, next week.





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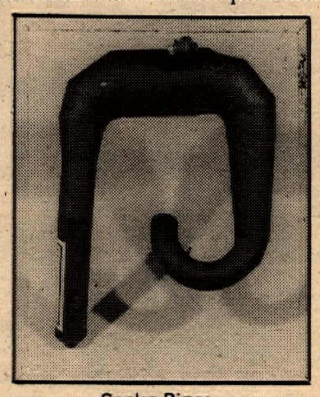

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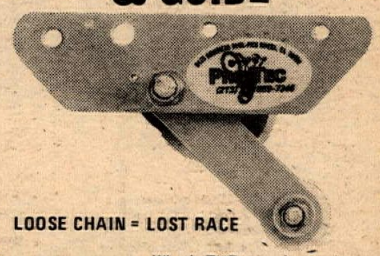

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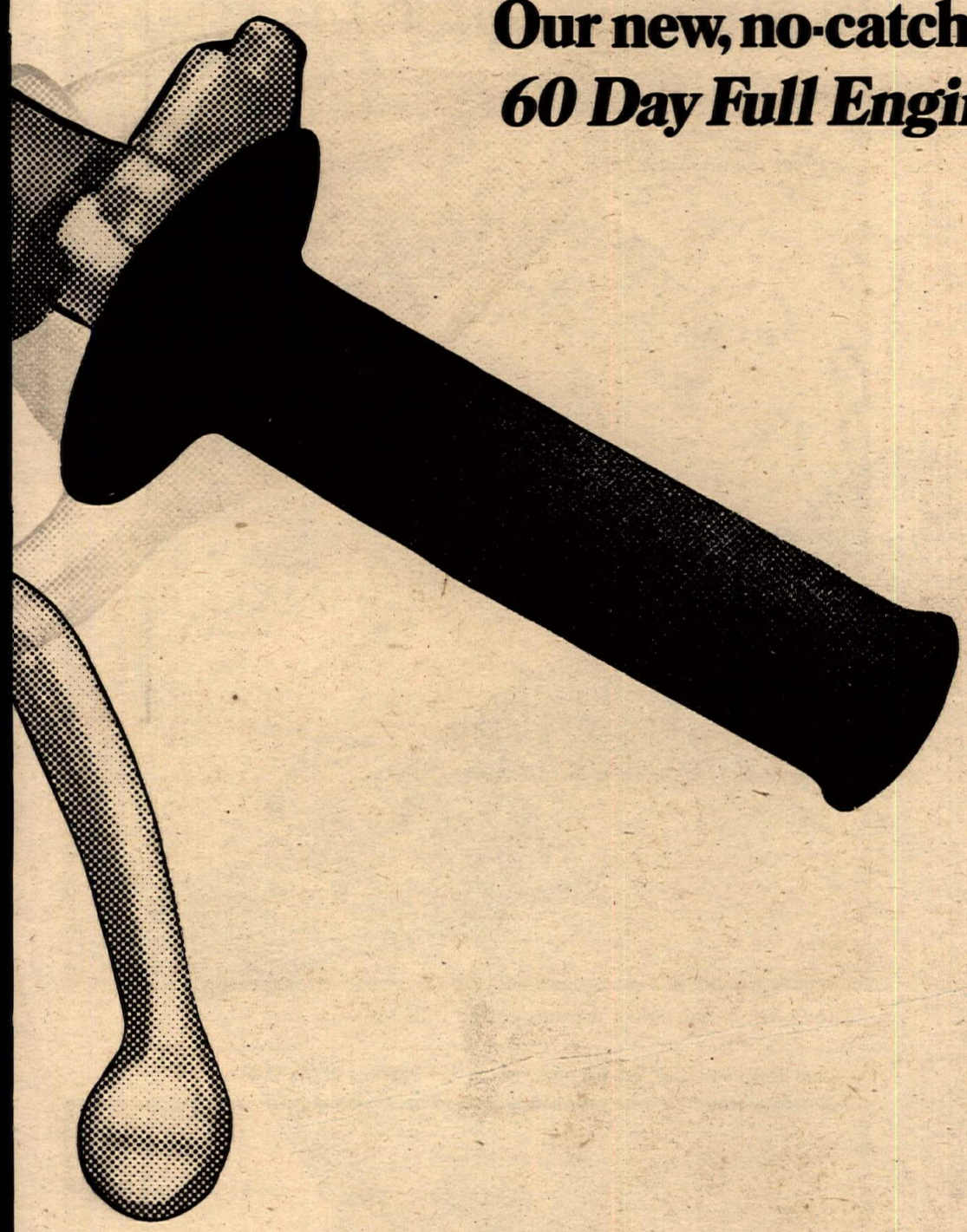

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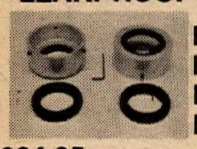

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NORTHERN DATELINE

Becker wins one

By Rex Backman

MARYSVILLE, CAL., MAR. 28

Frustrated was the only word to describe him. Delno Becker, number two District 36 motocrosser, had finished in the top four places for almost a dozen weeks yet he had still to win overall. Today it did not look any better for the Iron Horse CZ rider. At the line for the first Open Expert moto, the bike loaded up. With his hand in the air and another rider's hand also held high, the pack took off as Delno was left dead last at the line. A little upset at the starter he rode his way up the pack from a quarter-lap disadvantage to nab second place at moto's end. Nevada's Rich Buttner was the winner wire-to-wire.

In the final moto, Doug Veercamp (Hus) was first around the initial corner but Delno had the lead after one lap. Once in first the race was all but completed. Becker opened up a comfortable 15 second cushion over second place rider Buzz Presser (Hus) with Dave Carlson (Hus) and Rich Buttner (Hus) trailing. Carlson dropped out giving Buttner third in the moto which was enough to place him in runner-up spot behind Becker. Consistent Dan Waller (Suz), with a 4-4 score, was good enough for third.

Mitch DeVaughn looked good on his new Suzuki mount, getting both holeshots on the 250 Expert to win both motos. Arnold Plant (Suz) gave chase in the closing moto but had to settle for second overall. Greg Martz was third after a good battle in the first moto with Chris Hart (Yam) and Rodney Poque (Yam).

Eddie Brown appeared to be right at home on the tight track. Brown won both of the 125 Expert races. Al Hall led the first part of the opening race but gave way to Brown. Husky mounted Jim Sylva took third overall behind Hall and Brown in both motos. •

Results on Results Pages.

Mark Williams Benefit: Hocking; Pearson; Delacy

By W. H. Spencer

SAN JOSE, CAL., APR. 4

It was a miracle. Track prep genius Harold Murrell took a half mile of standing mud from six hours of solid rain on Saturday and made a passable race track out of it to hold a benefit pro show for injured Mark Williams. Mark was in the pits for most of the day greeting folks, and despite a low turnout due to the inclement weather, smiles were aplenty and lots of good racing made for an enjoyable day. Over $1500 was in the kitty with lots of extras from Bob Bellino and Jerry of Kandy Plates circulating through the crowd with stickies. It may not have been much but we all hope it will help.

It was well past noon when the first bike hit the dirt with Rick Hocking having gone back to the magneto for today after his abortive attempt with total loss at Ascot. The Ascot set up had blown out a coil. It ran alright, but still was down on horsepower.

For qualifying it was all Steve Eklund; the only man in the 26 second mark at 26:949. Walt Foster tripped in second at a tad over 27 and the hot Hocking third at 27:247 a bat's eye in front of Terry Dorsch at 27:283.

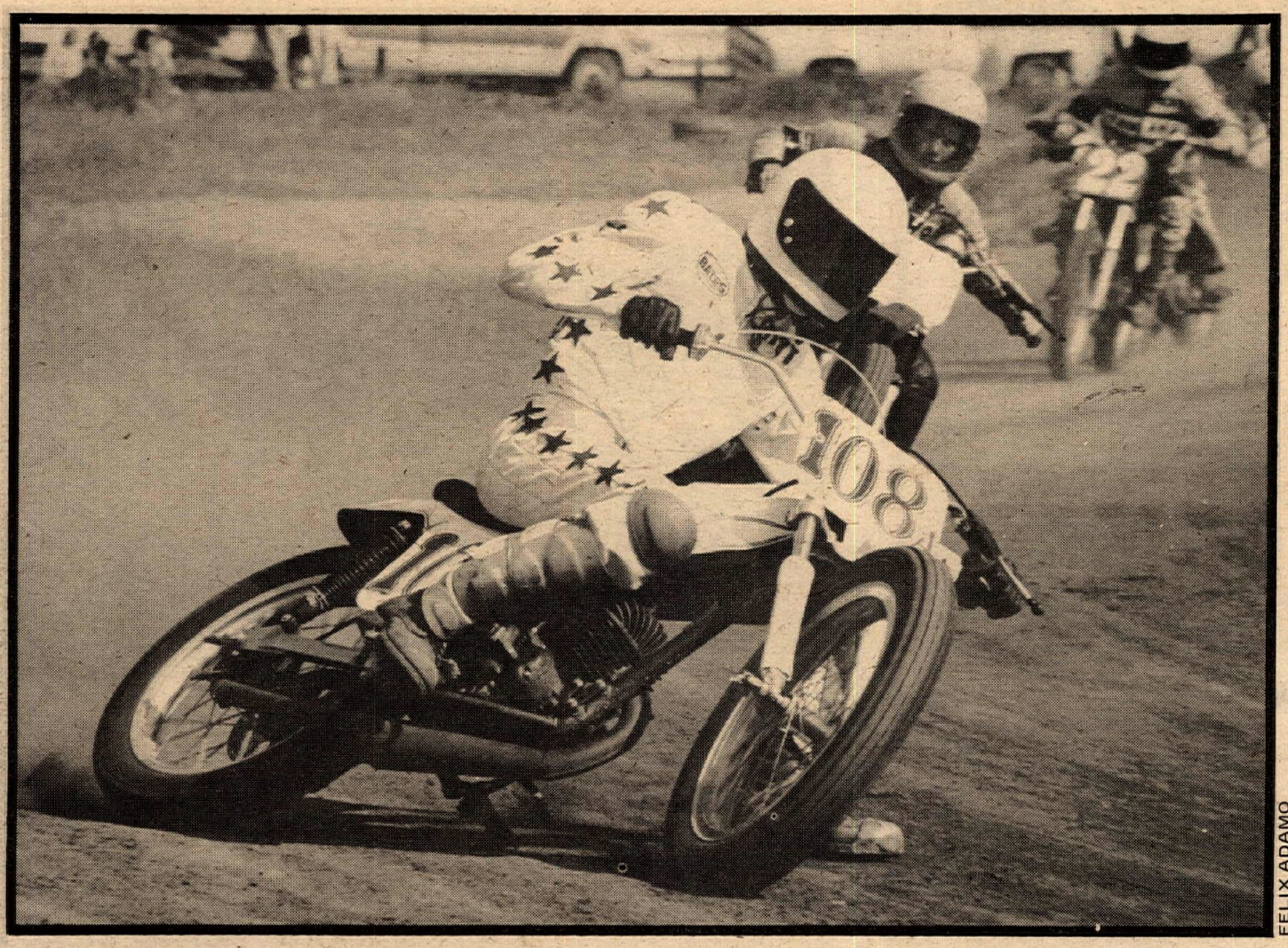
Due to the nasty hanging clouds it was decided to run the Expert heats first with Juniors second and then come back with the Expert Main in hopes it wouldn't rain.

Sonny Burres came off tenth fastest time to lead the six lapper from wire to wire with Eklund getting by a very fast Mark Smith on the second lap to take

PHOTOS BY REX BACKMAN

Delno Becker on the trail of that long-sought D-36 MX win.

Lay 'em down and pick 'em up time for the 125 Novices at Marysville.



FELIX ADAMO

Scott Dinkins (108) went just short of a triple win at Porter ville.

second in the first heat. Paul Bostrom and Foster played patty cake in the second heat exchanging the lead with lots of sliding while Bob Scally surprised many with a very good third place finish on his ancient Triumph in front of Jim Wright. The bumpy parts of the track were telling their tale with riders unable to hold the line through the corners and the problem of tires becoming a very touchy one.

Hocking captured the third and final heat (after a red flag for one crash victim) leading from wire to wire with Chuck Joyner beating out a slipping Gene Romero and sliding Eddie Wirth.

Scott Pearson (H-D), Kirk Tardiff (Yam), Ted Davidson (Yam), and Earl Roloff (Tri) all won Junior heats.

The 20 lap Main was another Hocking benefit with Eklund tailing him for the nine minute event but never really able to put a strike on the Harley. For Hocking it was eight main event wins so far this year with 12 starts.

Mark Smith made some good moves early in the race getting by Burres on the second lap and then Foster on the fourth to tail the front runners. Joyner moved into fourth over Romero and Bostrom while Eddie Wirth became the only casualty of the Main, expiring a motor on the 11th lap and coasting into the infield.

The Junior Main was another two man runaway with Scott Pearson taking the H-D to the point over Davidson and the ex-Rick Hocking Yamaha. Ted was berserking it once or twice to try and get by but the lines were pretty well drawn. Getting wide on number three corner on the white flag lap he nearly lost it but managed a credible save to take the second.

Rick Delacy took the Novice Main but it wasn't easy. Steve Carrillo put a pass on Delacy in each corner but was thwarted coming out. Steve led the fourth lap but dropped to fourth at the end with some power loss and tire troubles. Danny Hogue rode his first pro half mile up behind Delacy, giving chase for two more laps and than was replaced by Rod Spencer. The two had the stands on their feet for the last four laps with Rod trying to get under, over and around to no avail. •

Results in Results Section.

Jammers "Wild Hare Oldtimes"

By Geritol Racing Team

PLYMOUTH, CAL., MAR. 14

The old-timers team of Hughes and Potter (Vacaville) finally fell to their arch rivals, Gallo and Elliott. The Vacaville old-timers have been using Gallo and Elliott for traction at every outing. It looked like it was going to be another repeat right from the Le Mans start. Hughes and Potter broke on top. Lap six was the beginning of the end for our Vacaville old-timers. Potter's mono shocker threw a chain and lunched his case. Lap 10 the clutch bearing on Hughes' Maico gave up the ghost. Gallo and Elliott hee-hawed all the way to the checkered flag.

The duel will be continued at Forest Hill April 25, the Polka Dot Enduro, May 2 at Redding, the Whiskey Town Enduro. The championship will be decided May 8 at the Virginia City Grand Prix. •

Bowser bags Porterville TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., MAR. 28

Kent Bowser (C-A) did the job in the 200cc Expert Main today after a five lap dice-out with freshly transferred Expert Brad Helton (Yam). With Helton leading at the start, Bowser went from fourth to second, via the inside of the right-hander, and was immediately on Helton challenging for the lead. On lap two, Bowser went sideways in the right-hander, giving Helton about a four bike lead and letting third placer, Steve Boswell (Yam) in on the action for second. Both Bowser and Boswell caught up with Helton on lap three, but Helton managed to protect his lead from the two intruders behind. Starting the final lap, Bowser pushed by Helton for the lead while Helton thwarted off a last ditch effort in the sweeper by Boswell for second.

Mark Ritchie (Suz) had no trouble putting the 100cc Juniors away as he won by a substantial margin over second placer Broc Glover (Yam). Hard-chargin' Glover snatched the second slot on the last lap from third place Bryan Adkins (Yam).

Scott Dinkins (Suz) put on a strong show today when he won what most people think are the two most competitive classes, the 125cc and 250cc Expert Mains. Dinkins tried for the triple treat but had to follow Mike King (Suz) and Kirk Smith (Suz) across the 360-500cc Expert finish line. •

Results in Results Section.

Kevin Jansen wins at Fox Hollow

By Chuck Iken

WOODBURN, ORE., MAR. 28

They rode in rain and hail, yes even the sun at Fox Hollow today. Some of Oregon's best had to ride hard against some of Washington's best. Most of the motos were not decided till the last lap or turn.

One of Oregon's fast 125 riders has returned to the sport. Judy Winter is back aboard a new Yamaha. Judy was hurt quite badly last summer at MacMinnville MX Park suffering a broken wrist and pulling tendons in her leg. She demolished her bike. Yamaha Country of Gresham, Oregon, her sponsor, gave her a good deal on a new motorcycle and some support. She is back at it, riding well, today taking third in the 125 Junior class behind Robby Robbins (Yam) and Jeff Walker (Yam).

If there was such a thing as a feature race it had to be the Old Timers class. The first moto was run in the slick mud, courtesy of that Great Water Truck In The Sky, and Nate House (CZ) ran away with the win. In the second moto Nate got the holeshot again, however, this

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NORTHERN DATELINE

STEWART

So this is (oof!) why they call it "rough scrambles!" Open Expert Frances Lopes looks for a soft spot.

time through most of the moto he hears the thundering Triumph motor of Ben Mattoon. What a show! Nate keeping his cool and holding Ben off. Ben trying to get around by going outside, Ben trying the inside, trying to get his wheel under, no luck. Nate tiring a bit lets Ben get by on the last lap.

The scratch of the third moto is ditto of the second. Also, them two old timers were at it again. Have some mud in your goggles," says Nate to Ben. "OK" says Ben as he clings to the CZ's rear tire. Meantime the last lap flag flies. "It's time for those who are second to try harder," says Ben as he twists the throttle of his 250 Triumph. "Thump, thump, thump, thump," it says back a little faster. "Have some mud on your goggles Nate," says Ben. "OK," says Nate as Ben receives the checkered flag.

The 125 Intermediates scratched off the line as Mother Nature spent her fury with a shower of hail followed by rain. Jace Craun (Yam) of Portland was not upset by her actions as he won this and the other two motos.

Faster than a speeding Yamaha, able to dive deep into turns, more power than the six cycles behind him, able to leap high jumps, Kevin Jansen (Hon) beat out blazing Bill Cook (Yam). By the way Bill Cook's son Bill took second in the Mini Junior class. •

Oakdale rough scrambles

By Ann Carr

OAKDALE, CAL., MAR. 28

Double victories were snatched today by Stockton riders as 60 and 80 class Novice Jeff Jones captured both of his Mains while Alex Jorgensen whipped the troops in the 250 and Open Expert events. Alex's best competition came in the Open where he managed a third from a poor start in the heat but dialed in starter Gerry Carr in the main. The margin of victory was shortened in an abbreviated race which saw new Expert Phil Helsel miss the righthander before the jump and completely submerge in Griffith Lake. Escalon's Francis Lopes shut out current point leader Don Taylor for the first time in many weeks and captured second.

Other fine rides were recorded by Scott Baker who continues to blitz the 100 Experts, Jeff Mason of Turlock who came off a serious crash Saturday night to beat the 80 Experts, and 100 Junior Terry Lewis who is topping his class with regularity.

Pioneer Arena will stage its last rough scrambles on April 25th with class "C" traction events to begin May 9th and 23rd. •

Results in Results Section.

Winter Series finale

By W. H. Spencer

SEARS POINT, CAL., MAY 28

Ron Self tried to dominate the entire Expert portion of the final round of Winter Series Motocross by running all three classes but when apprised of the rule allowing only two he dropped out of the lowest paying one and went on to win the Open and take a second in the last 250 moto for a 1-2 combo and second overall. All this after winning the first three class motos.

The last of the five round series saw a very dry and hard track that left many disgruntled but with the near drought conditions of the winter months, it was just too bad. Lots of tire and wheel problems.

Mike Beier .signed up for his first AMA/D-36 run and won the 80 Novice portion over Dave Jorgensen and Brett Bisel who just recently started himself. Melissa Rose took the 100 Novice mini portion to keep the little lady racers prominent.

Greg Muscatel did an outstanding job on the 125 Novices. Greg, returning after an eight month layoff, crashed in a pack just past the first corner and remounted dead last in the first moto. By the end of the first lap he was up to 17th out of 22 and then picked his way through to take the lead and the win on the last two laps. The second moto was easier and the win was enough to make him a Junior.

With Self out of the 125 Expert class, KTM teammate Dan "Magoo" Chandler had it to himself with a push or so from D-36 No. One kid Randy Losh.

Larry Lacey copped a big win in the 250 Junior class despite a restart that left eight riders in the snow fence of the first turn. The 27 riders had a real good start but dropping into the turn to the track, one rider got hit, was straightened up and being in the middle of the pack, wound up taking seven others through the fence.

Self took the 250 first moto win over Phil Crane but Crane turned the tables in the second moto. Self took the lead on the second lap with Crane moving up to second on the fourth lap and then getting by on the last lap for the checkered with Chris Grewer outpointing the field for third overall.

Phil Oveland brought out a rarified CZ out of the old Charley Brown stables and whizzed the Division II Open Novice class with style and grace while old man Bob Towery did it in the Division I over Mark Halcomb and Tom Pries.

Dan Leet led off the first moto of Open Experts but was done in by Self on the second lap. Dave Longcor moved by on the next lap and ran the distance in that order with Chris Grewer in for fourth. In the second moto Self didn't bother with fooling around, he copped the lead and the win over Longcor. ●

Results in Results Section.

Garrett, Kusanovick win at Dunlap

By Duane Garrett

DUNLAP, CAL., MAR. 21

The most competitive race of the day was the 125 Pro/Intermediate combined. Mike Montgomery (Yam), pulled the plug in the first moto followed closely by Kenny Guilbut (Hus) and Jack Keese (Yam). The battle was on as each of these three riders got a chance to lead the race at one time or another. Keese was able to break free about midway through the moto and it looked as if he was on his way to the finish line when for some reason he dropped back to second. This was a lucky break for Montgomery who took over the lead and pulled in for the win. After Keese the next across the finish line was Intermediate rider Kevin Phillips (Bul). Phillips had to work his way up through the entire pack of 125 Pros as the Intermediates were required to start the race with a 30 second disadvantage.

The second moto of the 125 Pros was a complete turnabout as all the riders that did good in the first moto did poorly in the second. Steve Kusanovick (Hus) after starting slow in the first moto won the second moto. Due to the poor finishes of the other riders, Kusanovick took the overall. Mike Barnett (Hon) was second behind Kusanovick and with his 4-2 performance was awarded third overall.

Milan Garrett (Mon) had no trouble winning both motos of the 250 Pro/Intermediate race. Clarence Derrick (Bul) finished the day second overall with Bill Keese not far behind in third.

Results in Results Section. ●

Knob Hill Ranch "pilot" plan

By Lane Campbell

PESCADERO, CAL., MAR. 25

Don Ivan's Knob Hill Ranch, still mired in bureaucratic quicksand, took one more faltering step towards reality when the San Mateo County Planning Commission OK'd the opening of the stillborn private cycle park on a test basis. It will take 45 to 60 more days to untangle the red tape to issue the park a use permit.

In the meantime Don Ivan could starve. He estimates that he has spent $50,000 over two years of hassle – the expenses of applications, studies, reports, and the monthly lease payments with nothing coming in having long since gobbled up the proceeds from sale of his motorcycle shop when he and his wife embarked on what was then a dream.

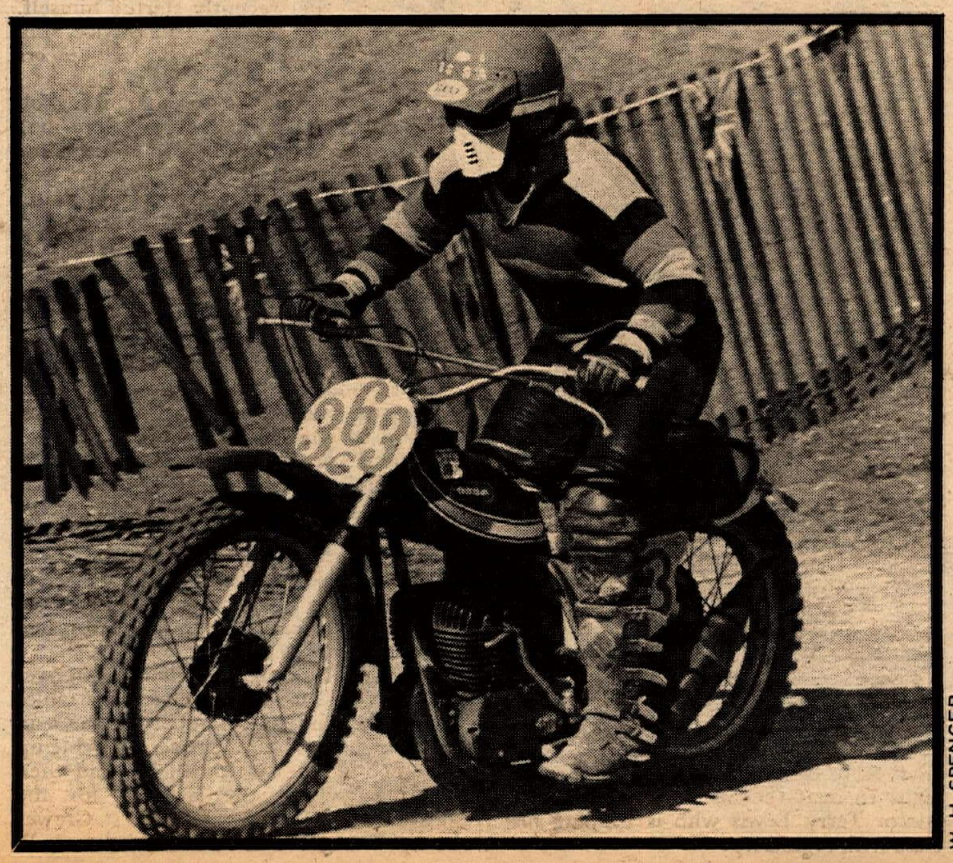
Luckily, Don has not had to fight totally alone. Lately, Roger Selby at Selby Motors, Redwood City, bore the cost of a mailout to 4,000 riders, soliciting both political legwork and contributions to an aid fund to get the park over the waiting period. Apparently that effort has begun to take effect, County Supervisor Edward Bacciocco and Planning Commissioner Kenneth Strom have publicly expressed their impatience at delay by the county's planning staff in its handling of the case.

Don and the park's supporters still have to negotiate through a maze of guidelines imposed by the planning staff, some of which could hamstring the operation of the park. Plus one anti-motorcycle neighbor, a Robert Card, has hired a lawyer and continues to harass the project at every turn.

One fact which has influenced some officials on the park's behalf is the existence of roughly 40,000 registered off-road bikes in San Mateo County (according to a work group study) whose owners as yet have nothing to show for their "Green Stickie" fees. That's a lot of disgruntled voters.

Interested parties can get in touch with Selby at Selby Motors by calling (415) 369-4112 or may contact Don Ivan by mail c/o Knob Hill Ranch, P.O. Box 540, Pescadero, CA 94060. ●

An Ossa in the "full squash" position at Sears' MX season closer.



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Combat (95)	$ 549.00
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250 (71)	$1195.00

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Opinion

FREE WHEELING

Twilight in the Human Zoo

Nightfall in Smogville. But this night the city is belying its nickname; the street lights cast clear, untinted pools of brightness on the pavement and the near foothills are visible, alive with sparkles. Slipping quietly through the surface traffic with my throttle hand under tight discipline, the machine burbles to itself in muted contentment.

It should be content, of course — it has everything. Cammed, kitted, blueprinted engine. Alloy rims. Humongous brakes. Super tires. Fast, but not so outrageous that it can't be ridden in traffic. Below 3500 RPM, it blubbers respectably into its open four-into-one system like a slightly stuffy gentleman trying to clear his throat just before a concert. I won't say what it sounds like above six grand; it's a song that is felt as much as heard. Hence the throttle discipline.

The boulevard I'm on runs into one of those two-way on/off ramp situations past one final traffic light. Clearing the intersection just ahead of the yellow, going blinka-blinka and easing over toward the northbound ramp, my extra eye nails the cop coming down the opposing off-ramp, most likely to do a standard off and on maneuver. Sure enough, he's hanging a "U" around the divider. So much for the burst of exhileration I'd been promising myself for the last ten blocks. Discipline, boy.

It only takes a crack of throttle and one snick-snick shortshift after another to match speed with the traffic, sensed but not seen to my left as the wide-set pair of headlights becomes targeted in the rearview once more. Blinka-blinka again and I'm fading toward the faster lanes, prickly with multi-sensory awareness of the sparse traffic all around, the lurking menace just behind, my own speed and condition.

Condition — well merged, flowing like one corpuscle in a mighty artery. Speed — well over 55. Damn! Red light — wait a minute, there's an extra pair of headlights between me and him. They both fade quickly together. Not me.

Free, for awhile. While the lion is feeding, the antelope herd runs freely, they tell us on TV. Snick, snick, down two. And now the bike is awake, a defiant shriek trailing back toward predator and prey, as the bike and I slip our leash, aiming at the dark hole lane ahead free of winking taillights.

Free for awhile, upshifting, our proud song a ripping shriek, the wind an elemental force. Taillights dance toward us at a dizzying rate — too fast, too fast. Hard on both brakes, silky smooth in transition and then a powerful weight on my forearms and wrists. It's done, now. Reality and discipline return. We're a corpuscle once more. Soon we'll be in another cop's territory. *Triste, tigre* . . . the cage is closed once more.

Desmond Morris was right. The city is not so much a jungle as a human zoo, where the bars are not seen but felt. I'll be home from work and park the bike, another day, another dollar. God, how I want out of here! If I didn't love my work; if I could do my work in any other place . . . .

At least I'm not alone. Judging from the weekend exodus, we're all escaping to somewhere — this one to the desert, that one to the racer roads, another to the forests and high meadows, each to ride and feel free for a time. Then we all come back, again.

What a waste. And if what we're told about energy resources is true, it will someday be impossible, this weekly trek, this ersatz escape. We may love our work, but hate where we work, tolerate where we live, and go farther away to be truly happy. And grind, grind away precious energy and priceless time going back and forth.

What's wrong? It's not our need to be fulfilled through our work; that's basic. It's not our desire to escape the filthy, overcrowded zoo. That's even more basic. It's the wasteful bouncing back and forth between ideals that's wrong.

It doesn't have to be. It's not impossible for people to work where they live and be sufficiently at peace with their surroundings that they're not compelled to leave every week. There are such places, for the rich farmers of Iowa's eastern watershed, for the stubborn hillmen of Appalachia, for the Amish in their enclaves, for the cottage-craft workers in scattered work communes, for solitary herdsman in the high grazing lands. They are content. Why not for bikers? Aren't there places with open lands, timber-lined trails, and winding lonely roads punctuated with small tight communities where we can earn a living in peace? For our future sanity, there have to be such places.

Maybe there already are. Maybe there are some who found such a place, and are even now putting down roots there. Do you really think they'd advertise the fact? Can you imagine the swarm of escape-seekers that would bring? No-way would they be ready to handle that. Not yet. For now, they'd want to be selective as to the urban refugees they take in. Maybe someday they'll take me. At least the hope of it keeps me going.

Lane Campbell

WRITIN' AROUND

The standup comic

Good evening folks, and welcome to the wide, wide world of money! Did you hear about the speedway series one American promoter is putting on in Israel? They call it the Hebrew Nationals.

If you think that's baloney, look at the Team Speedway races in California. Golda Maier would like to be Trophy Queen. Her team is the Israel Bonds.

Speaking of foreign countries (we

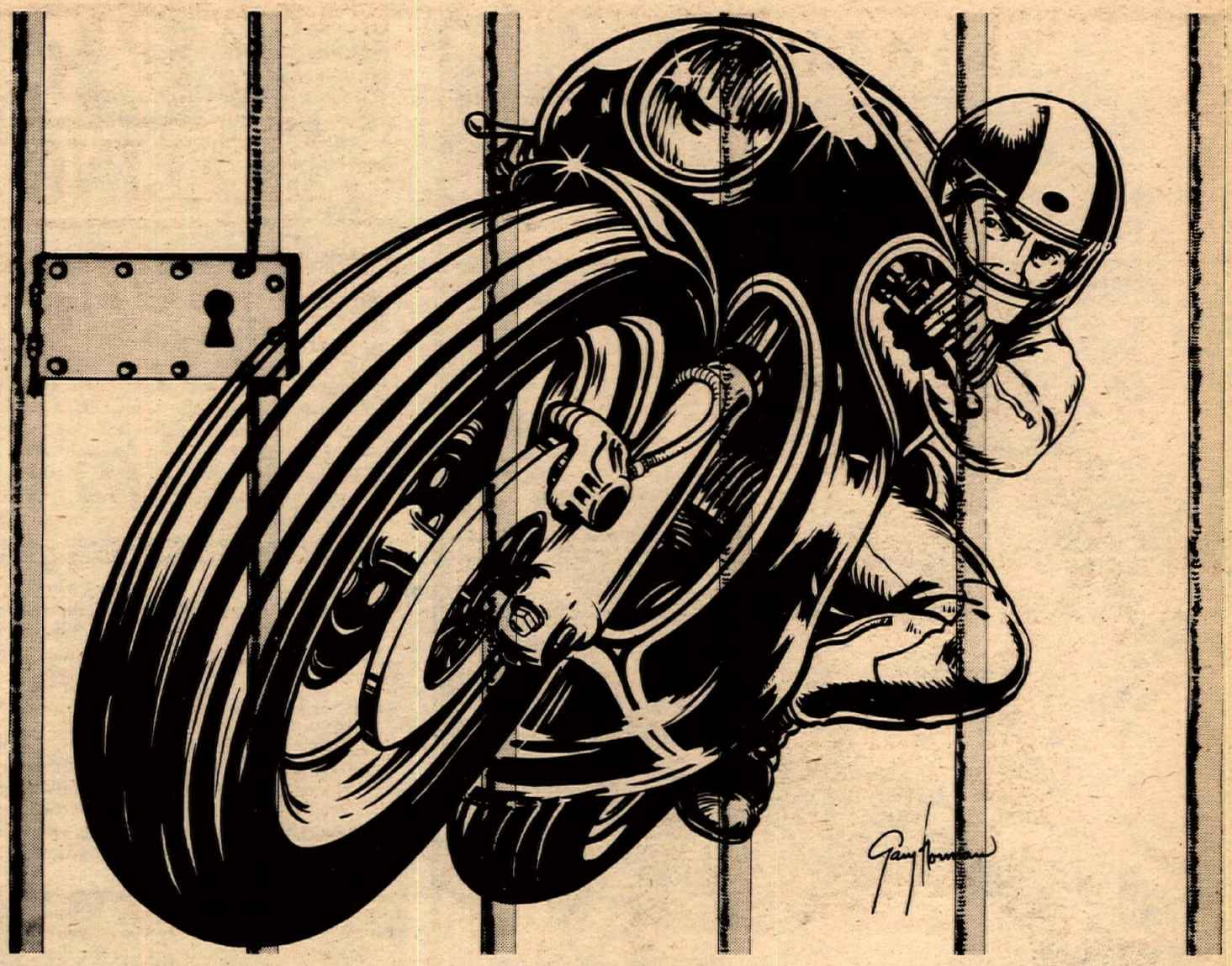
were talking about California, weren't we?) you heard about the Venezuela Grand Prix? The finals had to be postponed because it was raining. Not water, oil. Then the results had to be postponed because of the wrong guy winning. Just because his name is Nixon, everybody wants to kick him around. Then all the foreign racers purses were hit for a 36% "Hotel Tax." That's just in case they happen t'ax how to get outa the hotel.

But the AMA is prepared to retaliate against Venezuela's brand of southern hospitality. They are sending 36 dozen British motorcycles to oil importing nations to dry up the country's markets. Wait'll they see the size of oil deposits that many limeys leave.

Meanwhile, back home, motocross is moving indoors. I tried to check into a room in a hotel this week and had to wait until the promoters moved the dirt and haybales out of it. And every promoter is looking to dump on each other. Now Mike Goodwin knows why Aggie always wears that big hat.

And everybody says motorbikes are the coming thing. General Motors has trademarked the name "Chev" and so you know what that means. Ford won't announce its 2-wheel model until after the election. It will be called the "Gerry" and it falls down a lot. Even little AMC is working on a two-wheeler. Unfortunately, in keeping with their wide-sandwich program, the wheels are side by side, so the passengers spin go 'round in circles. Knotts Berry Farm and Magic Mountain placed the first orders. But these days, kids get everything they want. One rich kid nagged his mother for a Mickey Mouse outfit, so she gave him Motorcycle Weekly. But seriously, folks . . .

C. Clayton



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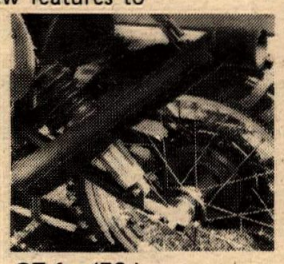

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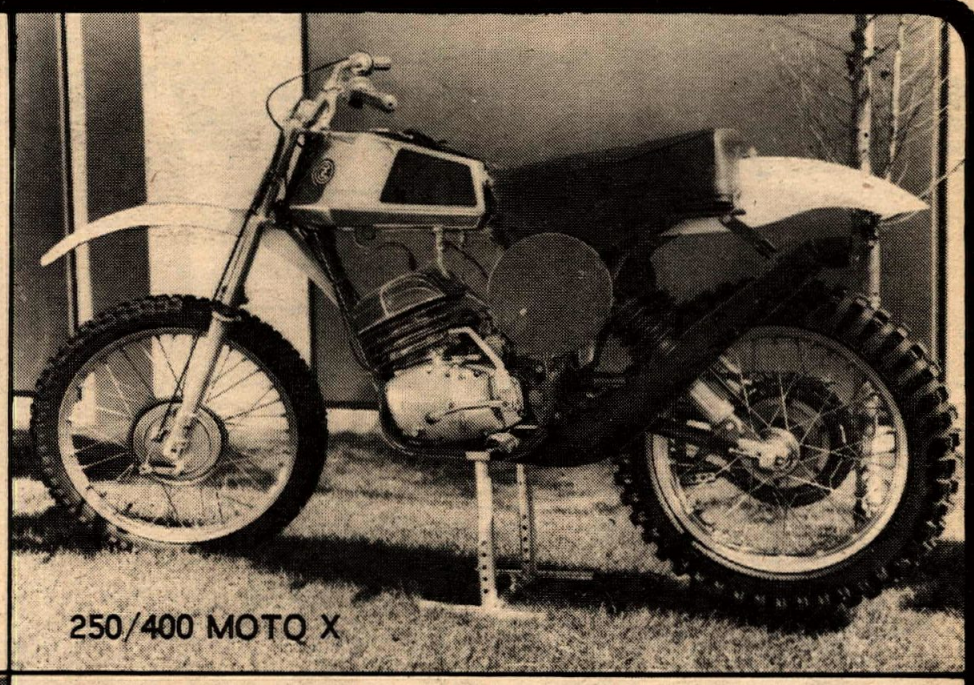
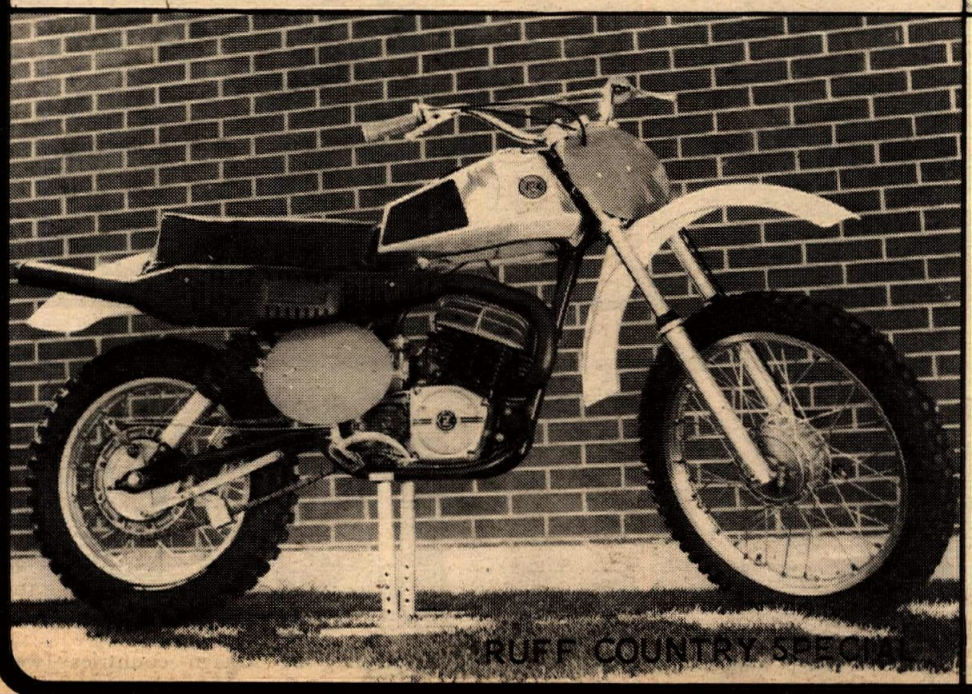


250/400 MOTO X



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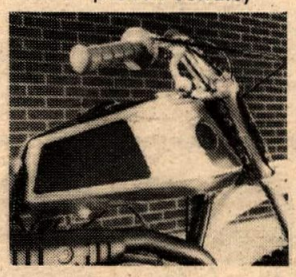

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"I feel like a specimen"
A lady doing a mechanic's job

"I wish I was a Kawa," says the tourist from France. He stands outside rope and pennants isolating the Kawasaki garage from milling pit crowds and gazes at Karen Germo, 20. Her brown hair pulled back into a single tail reaching down her back, and wearing a one-piece mechanic's coverall, Karen works on Gary Nixon's Kawasaki 750.

The observing French tourist sighs. "If I was a Kawa, every time I broke down she would work on me."

The tourist's reaction is not untypical. "Most people don't get the idea – they just don't think it's possible," Karen says. "I feel like a specimen."

It is possible. Karen is Irv Kanemoto's ace helper. She pulls engines, helps with pipe welding, pulls clutch cases, polishes bubbles; in her words, "whatever comes up."

Back in Los Altos, California, Karen owns a Yamaha 400 monoshock motocrosser and a Bultaco 200. Now a dedicated trail rider with two years' experience, she plans to take up TT and short track this year.

Karen became interested in bikes through a former boyfriend. "He raced our first date," she says. "By the third race I just said, 'I gotta try this.' "

She gained much of her mechanical experience working on the former boyfriend's bikes while he was at work. He'd leave her in the morning with instructions on what to do, and she'd have the work done by the time he got home.

Most recently, Karen worked as a parts lady at a shop near her home, but quit to become Irv Kanemoto's helper.

"Most of the guys from Kawasaki understand," says Karen Germo. "And Irv needs the help."

"I'm in too deep to pull out now"
A novice loses again

Gary Moore surveys his new white cast. Inside the hip-to-toes plaster lies a shattered right leg. Reddish-stained bandages cover his big toe, which sticks out from the bottom opening of the cast.

Moore is a Novice at Daytona. He crashed in practice, probably because of an engine seizure, but he isn't sure.

"All I know is that I was going into the chicane," he says. "I can't remember anything else."

His Bell Star is split up the back like the San Andreas fault splits his home state, California. His TZ250 is trashed, the unbroken parts of his body badly bruised.

It isn't the first time Moore has crashed, and it won't be the last.

Like most Novices, he knows that he does not really have a chance at winning a Novice race. Yet he continues, and will continue after he heals from Daytona, to travel great distances from his home in Edwards, California to race in Novice Nationals.

His journey from Edwards to Daytona this year took 55 hours in a Dodge Karyvan, along with six other people and four motorcycles.

Since arriving, and before crashing, Moore has purchased two sets of cylinders, four pistons (complete with rings), a Goodyear slick, seven clutch plates, and a host of assorted other parts for his ill-fated racer.

The cylinders replaced sets ruined by seizures. The Goodyear slick replaced a new one punctured by a piece of sharp scrap metal left by someone else on the floor of the open-air covered pit area where Moore worked before his crash. The clutch plates replaced ones worn out in practice.

Before leaving Edwards, Moore did a beautiful job of painting numbers on his machine's fairing. When he arrived at Daytona, he learned that Novice numbers are now white on black, not white on red as he had thought. His replacement number paint job wasn't as pretty, but complied with the rules.

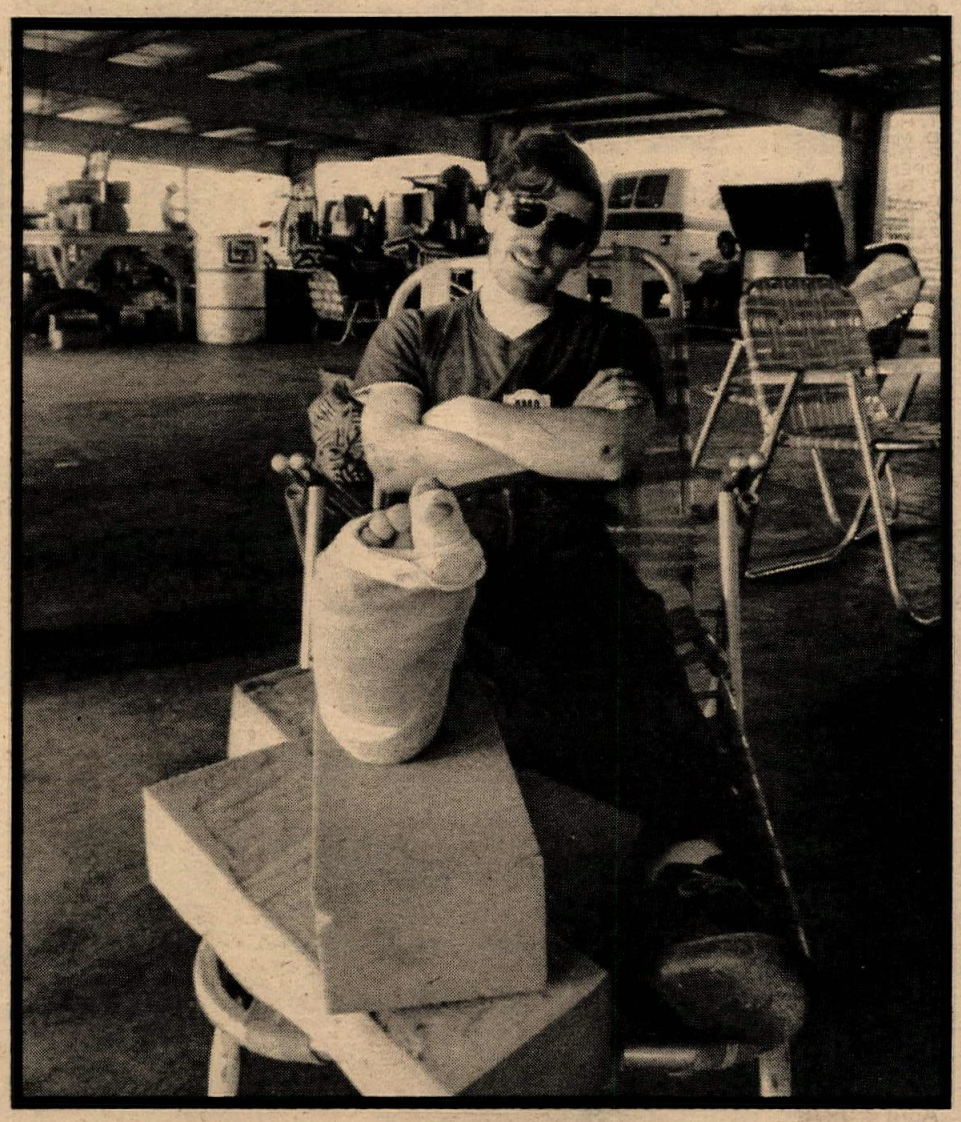
Even before his crash, Moore's wallet was flattened by his bad luck at Daytona. But his spirit showed in his determination to race.

"The bike's fast," he said, shortly before crashing. "If it stays together and I don't fall off, I just know I'll be in the money."

Even a win wouldn't have allowed Moore to retire, though. First in a Novice event pays just $615, second $415. A finish low in the first ten wouldn't even have paid for the parts Moore bought at Daytona.

Moore races for the reasons that compel every competitor to enter every event. But to continue in the face of financial disaster, with little or no chance of compensatory reward? What makes Garry Moore, Novice road racer, carry on?

"I'm in too deep to pull out now," he shrugs.



TALES FROM DAYTONA

By John Ulrich

RESULTS

Mark Williams Benefit
San Jose, Calif.
April 4, 1976
By W.H. Spencer

EX MAIN	
Rick Hocking	HD
Steve Eklund	Yam
Mark Smith	Yam
Chuck Joyner	HD
Gene Romero	HD
Paul Bostrom	HD
Walt Foster	Yam
Sonny Burres	Yam
Terry Dorsch	HD
Jim Wright	HD
JR MAIN	
Scott Pearson	HD
Ted Davidson	Yam
Randy Gibbs	Yam
Fred Faltersack	Yam
Kirk Tardiff	Yam
Earl Roloff	Yam
NOV MAIN	
Rick Delacy	Yam
Rod Spencer	Yam
Danny Hogue	Yam
Steve Carrillo	Yam
Don Bailey	Hon
John Travis	Hon

Dirt Bike Prom. & Jackrabbits MX
Carlsbad Rcwy.
Dist. 37-38
March 21, 1976

OPEN EX	
T. Howell	Hus
D. Martins	Suz
P. Thede	CZ
OPEN AM	
T. Brown	CZ
G. Harris	Hus
C. Piggott	Hus
250 EX	
M. McGowen	Hus
D. Anderson	Suz
J. Mathews	CA
250 AM	
K. Nannenhorn	Yam
E. Gonzales	Suz
D. Cox	CZ
125 EX	
L. Darling	Hon
K. Frost	Hon
G. Ewing	Hon
WOMENS DIV	
J. Stenerson	Yam
S. Fish	Yam
N. Kellogg	Yam
125 AM	
F. Duran	Hon
S. Carsen	Hon
J. Brust	Hon
250 NOV	
J. Benson	Mai
G. Knaust	Suz
M. Hock	Suz
SIDEHACKSJ. Palfreyman/ J. Gardner	
N. Monohan/ W. Wheeler	
B. Crandell/ R. Swart	
OPEN NOV	
G. Gibbons	Bul
B. Vanderberg	Yam
D. Gray	Suz
125 NOV	
J. Welch	Hon
K. Varty	Yam
T. Devlin	Hon
OLD TIMERS	
MASTERS	
N. Brown	Mai
M. Olson	Mai
C. Strauss	DNF
EX	
A. Dennler	Mai
C. Browning	Mai
J. Warden	Mai
NOV	
B. Demiranda	Yam
M. Shapiro	Suz
J. Molloy	Cam

CMC Saddleback
April 4, 1976
By Joel Jamieson

500 PRO	
Val Tamietti	Mai
Jon Derhammer	Mon
Robert Zingg	Suz
500 INT	
John Hormuth	Hus
Keith Petrangelo	CCM
Dan Lounsbury	Mai
500 JR	
Dave Hensche	Mai
Jim Potter	Hus
Jeff Tauzin	CZ
250 PRO	
Jon Derhammer	Mon
Jeff Vidic	Mai
Tim Wyant	Suz
Steve Rhyan	CA
250 INT I	
Luc De Ley	Suz
Joel Grant	Bul
250 INT II	
Tom Cross	PCR
Wayne Case	Hon
Chris Burgeson	Suz
250 JR I	
Carl Gieschman	Suz
Dave Raymond	CZ
Randy Reinhard	Mai
125 PRO	
Davy Carlson	Fra
Randy Hess	FMF
John Tessitore	DG

CMC Night MX
Irwindale Rcwy
April 2, 1976
By Tom Blattler

MINI JR	
Jack Essen	Hon
Kevin Irabarren	Yam
Barry Kelperis	Yam
MINI EX	
Robert Gray	Yam
Rex Smith	Yam
Mark Maxstadt	Yam
100 JR	
Jim Hall	Yam
Ruben Falcon	Yam
Angel Montoya	Yam
125 JR I	
David Behlings	Hon
Rick Huth	Yam
Hal Edwards	Hon
125 JR II	
Glenn Page	Hon
Tom Navarro	Hon
Rick Collins	Hon
125 INT	
Mark Ruelas	Hon
Mitch Musgrave	Hon
Bill McFarland	Hon
250 JR	
Jim Burt	Suz
Craig Davis	Yam
Greg Sorenson	Hon
250 INT	
Mike DePhillips	Mai
Tracy Freeland	Mai
Gary Truesdill	Suz
500 JR	
Craig Miles	Mai
Greg Gilbert	Suz
Tom Miller	CZ
500 INT	
Art McClain	CZ
125 PRO	
Mark Lawrence	Yam
Eddie Clark	Hon
David Taylor	Hon
250 PRO	
Jeff Vidic	Mai
Dave Carlson	Mai
Bill Chapin	Mai
500 PRO	
Val Tamietti	Mai
Joe Johnston	Suz
Jim Lowe	Hon
KING OF THE HILL	
Val Tamietti	Mai
Mark Lawrence	Yam

AMC Nite MX
East Irvine, Calif.
March 24, 1976
By Joel Jamieson

MINI BEG	
Scott Phillips	Yam
Lenore Babi	MM
Candy Apling	XR
MINI JR	
Bobby Doyle	Yam
Ross Klatt	YZ
Kenny Campbell	YZ
MINI INT	
Dede Cates	MM
MINI PRO	
Bryon Antonacci	Yam
John Ruby	Yam
Bryan Jordan	FMF
100 BEG	
Russell Montano	-
Glen Wells	-
David Cordoza	-
100 JR	
Alex Cruz	Hon
Ronald Sham	-
100 INT	
Lyle Babi	MM
100 PRO	
John Layne	Hon
Carl Stephel	Hon
Tim Murphy	Hon
125 BEG I	
Bill Hall	Yam
Don Kezer	Hon
Steve Readt	Yam
125 BEG II	
Kevin Dick	Suz
Will Reid	Hon
Kim Apling	MM
125 JR	
Dan Payne	Hon
Don Emler	FMF
Darrell Hutchins	Hon
125 PRO	
Scot Clifton	TM
Marty Miller	MM
Mike Raines	MM
250 BEG	
Lowell Draper	Yam
Charlie Hyarth	CZ
George Wagner	C-A
250 JR	
Eddie Drake	Suz
Phil Soholtt	Mon
Scott Kinnier	Yam
250 INT	
Jim Montgomery	Suz
Mark Taylor	Kaw
Stephen Pigage	Yam
250 PRO	
Dave Carlson	Mai
Aaron Bassett	Mai
Richee Collins	KTM
OPEN BEG	
Fred Halliday	Bul
David Venetozzi	CZ
Gary Coffman	Yam
OPEN JR	
Marc Crosby	Mai
Steve Kerr	CZ
John Abrams	Suz
OPEN INT	
Michael Bomer	Suz
Brad Bieler	CZ
Greg Saari	Yam
OPEN PRO	
Dave Foltz	Suz
Joe Johnston	Suz
Andy Bolander	CZ

D-36 Rough Scrambles
Oakdale, Calif.
March 28, 1976
By Ann Carr

MINIS	
OPEN EX	
Scott Baker	Yam
Jeff Mason	Suz
OPEN JR	
Terry Lewis	Suz
Don Kelso	Suz
OPEN NOV	
Paul Akel	Yam
Ernie Acosta	Yam
80 EX	
Jeff Mason	Cha
Mike Wilson	Yam
80 NOV	
Jeff Jones	Yam
Bill Brazil	Yam
60 NOV	
Jeff Jones	Yam
MAXIS	
100 NOV	
Jim Smith	Yam
Tom Wallace	Suz
125 NOV	
Jim Holland	Hon
Terry Adams	Suz
Ken Rorabaugh	Yam
125 JR	
Randy Martin	Hon
Tim Grube	Mai
125 EX	
Mitch Davidson	Yam
Ken Strait	Yam
175 NOV	
Dale Brewer	Yam
Dean Coca	Yam
250 NOV	
Tony Price	Suz
Matt Blake	Bul
250 JR	
Jack Grenig	Bul
Ben Zakarian	Kaw
250 EX	
Alex Jorgensen	CA
Mike Jennings	CA
OPEN NOV-JR	
Harold Neth	Suz
Joe Brazil	Suz
OPEN EX	
Alex Jorgensen	Suz
Francis Lopes	Yam

D-36 MX
Marysville, Calif.
March 28, 1976
By Rex Backman

100 NOV	
Ron Kasper	Yam
Scott DeRoco	Yam
Toby Qualk	Suz
125 NOV DIV I	
Jay Schroeder	Hon
Steve Higgins	Hon
Mike Tripp	Yam
125 NOV DIV II	
Glenn Woods	Yam
Eddie Cox	Suz
Dana Waxhem	Suz
125 JR	
Brian Veerkamp	Kaw
Kenny Boswell	Hon
David Weherbee	Hon
125 EX	
Eddie Brown	Hon
Al Hall	Hon
Jim Sylva	Hus
250 NOV	
Mitch Sywa	Hus
Tony Sauer	Yam
Tony Corry	Kaw
250 JR	
Jeff Timmerman	Bul
Tom Odekirk	Yam
Tony Bouscal	Suz
250 EX	
Mitch DeVaughn	Suz
Arnold Plant	Suz
Greg Martz	Suz
OPEN NOV	
Wayne Rogina	Kaw
Larry Chase	Yam
Larry Williams	Bul
OPEN JR	
Joe Duncan	Kaw
Bill Major	Bul
Wayne Johnson	Bul
OPEN EX	
Delno Becker	CZ
Richard Buttner	Hus
Dan Waller	Suz

Canyon Rcwy MX
Phoenix, Ariz.
March 28,1976
By Larry Owen

PEE WEE	
Eric Goodrich	Hon
Steve Belluzzi	Hon
Bobby Moore	Ind
MINI BEG	
Phil Lawrence	Yam
Bobby Belluzzi	Yam
Matt Stevens	Hon
MINI NOV	
Mike Erwin	Yam
Lance Newbury	Yam
John Burt	Yam
MINI AM	
Drey Dircks	Yam
Bobby White	Yam
Scott Goodrich	Hon
MINI EX	
Gary Dircks	Yam
Greg Conradson	Yam
Mark Meridith	Hon
100 NOV	
Kevin McJunkin	Hon
Mickey Cottew	Suz
Ron Hughes	Yam
125 BEG I	
Gary Sherman	Kaw
Tim Tyler	Hon
Bret Smith	Yam
125 BEG II	
Don Drummond	Suz
Paul Emfinger	Yam
Joe Milner	Yam
125 NOV I	
Scott McJunkin	Yam
Mike Papper	Yam
Jim CoffmanHon	
125 NOV II	
Tim Nolte	Yam
Jim Higgins	Suz
Roger Anderson	Hus
125 AM	
Gary Dircks	Yam
Wayne Riggs	Hon
Dave Erwin	Hon
125 EX	
Dave Crawford	Hon
Chappy Blose	Hon
Jimmy Wright	Hon
250 BEG	
Bill White	Kaw
Brad Emmett	Suz
Alex Johnson	Bul
250 NOV	
Scott Stollard	Yam
Mike Gray	Kaw
Judd Odell	Hon
250 AM	
Lonnie Owen	Suz
Corky Pond	Hon
Kerry Ledin	Yam
250 EX	
Chuck Lampe	Kaw
Dave Crawford	Suz
Gary Hickerson	KTM
OPEN NOV	
Bruce Kenyon	Suz
Kenny Bates	Yam
Carl Nuldner	CZ
OPEN AM	
Shannon Drapeau	Suz
Chuck Clupper	Hus
OPEN EX	
Randy Brawner	Mai
Robert Brawner	Kaw
TURKEYS	
Gary Hyde	Suz
Liz Wouters	Yam
Marvin Jones	Yam
OLD TIMERS +35	
Frank Lively	Mai
John McQuitty	Mon
Dan King	Kaw

DRA Team Race
Fremont Valley, Calif.
April 4, 1976
By Dale Brown

TOP TEN	
Brent Wallingsford/ Jim Beardsley	Yam
Morgan Malocco/ Wayne Garrett	Yam
Jack Orndoff/ Jamie Avels	Yam
Rick Shirey/ Heath Hibbard	Yam
Howard McCasland/ George Harvey III	Hus
Monty Lee/ Neil Crane	Suz
Yam	
Tom Kelly/ Bob Romine	Yam
Gus Paull/ Gordon Schmid	Yam
Dean Miller/ Tony Steffins	Yam
Ralph Griffin/ Ron Richey	KTM
Hus	
Steve Grenke/ Tony Stuart	Yam
Jeff Cauby/ Mitchel Smiley	Yam
BEG OA	
Jack Nance/ Bill Maddocks	Yam
Jeff Matthews/ Darryl Webb	Yam
Suz	
Steve Riehe/ Melvin Bantau	Mai
Hus	
Rick Bennett/ Dennis Radley	Suz
PP	
Jolene Payne/ Jennifer Wilson	Yam
Hon	

Semi pro MX
Sears Pt. Rcwy.
March 28, 1976
By W.H. Spencer

80 NOV	
Mike Beier	Hon
Dave Jorgensen	Yam
Brett Bisel	Yam
80 EX	
Rick DeLong	Yam
100 NOV	
Melissa Ross	Suz
100 EX	
Rick DeLong	Suz
100 NOV	
Shawn Cady	Suz
Randy Alvarado	Suz
125 NOV DIV I	
Dan Tassa	Hon
Bill Richina	Yam
Curt Crosbie	Yam
125 NOV DIV II	
Steve McQueen	Suz
Rocky McAllen	Hon
Jody Gentry	Suz
125 NOV DIV III	
Greg Muscatel	Bul
John O'Donnell	-
125 JR	
Neal Snarr	Yam
Bob Shoreen	Hon
Randy Okada	Hon
125 EX	
Dan Chandler	KTM
Randy Losh	Bul
Troy DeHerrera	Yam
260 NOV DIV I	
Mike Roberts	Yam
Kim Stiglich	Hon
Al Butterfieldd	Hon
250 NOV DIV II	
Greg Miller	Yam
Terry Busco	Suz
Steve Korntved	Hus
250 NOV DIV III	
Steve Dubridge	Suz
Mark King	Suz
Jim Such	Yam
250 JR	
Larry Lacey	Suz
George McNamara	KTM
Dan Grimes	Suz
250 EX	
Phil Crane	Suz
Ron Self	KTM
Chris Grewer	Hus
OPEN NOV DIV I	
Bob Towery	Mai
Mark Halcomb	Suz
Tom Pries	Mai
OPEN NOV DIV II	
Phil Oveland	CZ
Ric Ellis	Suz
Derrick Knepper	Hus
OPEN JR	
Jim Dallara	Mai
Bret Joyner	Yam
Jeff Herndon	Bul
OPEN EX	
Ron Self	KTM
Dave Longcor	Bul
Chris Grewer	Suz
OT/VET	
Chuck Tannlund	KTM
Cecil Yother	Mai
Mike Freeman	Mai

CMC Central MX
Dunlap, Calif.
March 21, 1976
By Duane Garrett

MINI	
Don Licon	Hon
Mike Braly	Hon
Mark Weathers	C-A
100 JR	
Chris Lehman	Suz
Kyle Kuhlemeir	Suz
Mark Blair	Suz
100 INT	
Tom Howard	Hon
Chip Chapman	Hon
Joey Rodgers	Suz
125 JR DIV I	
Jim Miller	Hon
Bill Case	Suz
Tim Bickley	Yam
125 JR DIV II	
Jim Ellis	Suz
Felix Miranda	Yam
Charles Bradly	Hon
125 INT	
Kevin Phillips	Bul
Tim Baker	Yam
Mike DeBlauw	Hon
125 PRO	
Steve Kusanovich	Hus
Mike Montgomery	Yam
250 JR	
Marty Covington	Bul
Gordan Bergen	Bul
John Birges	Yam
250 INT	
Brad Matts	Suz
Tom Weatherson	Suz
John Kellett	Suz
250 PRO	
Milan Garrett	Mon
Clarence Derrick	Bul
Bill Keese	Bul
OPEN JR	
Sal Terry	Kaw
Michael Crouch	Yam
J.B. McMahon	Bul
OPEN INT	
Bill Howard	Hus
Ted Hill	Bul
James Holmes	CZ
OPEN PRO	
Tony Baker	Yam
Bruce Lindquist	CZ

ST & HM
Corona Rcwy.
Corona, Calif.
March 31, 1976
By Elaine Jones

MINI	
Kirk Johnson	Yam
Chuck Bittle	Yam
Tom DeAvila	Hod
125 NOV	
Terry Singleton	Hon
Chuck Bittle	Yam
Bart Grisham	Yam
250 NOV	
Jim Beck	Yam
Terry McCreery	HD
Rob Selvy	Yam
CATCH ALL	
Danny Perkins	Hon
Mike Allen	Yam
Terry Traver	Suz
HALF MILE	
MINI	
Kirk Johnson	Yam
David Dove	Yam
Matt Moon	Yam
125 NOV	
Chuck Bittle	Yam
Terry Singleton	Hon
Bart Grisham	Yam
100 NOV	
John Silva	Kaw
David Dove	Kaw
John Gimenez	Yam
250 NOV	
Terry McCreery	HD
Rob Selvy	Yam
Chris Choisser	Yam
250 AM/EX	
Mike Allen	Yam
Danny Perkins	Hon
Dorothy Rowe	Yam
250 TWIN	
Wayne Rainey	Yam
Jeff Kerr	Yam
Charlie Summers	Yam
OPEN NOV	
Ken Griner	Yam
Larry Blakely	Yam
Don Briggs	Tri
OPEN AM	
Denny Aquirre	Kaw
Terry Traver	Suz
Stan Kinsey	Yam
OPEN EX	
Terry Griner	Yam
Robert Murray	Yam
Wayne Rainey	Yam

Old Timers MX
Valencia, Calif.
April 4, 1977
By Dal Calais

MASTER	
Jim Warden	Mai
Don Withers	Mai
EX	
Al Dennler	Mai
Gerald Hutchinson	Mai
S.B. Michaels	Yam
AM	
Warren Fonteneau	Bul
Dick Doyle	Mai
James Jones	Mai
NOV	
Dal Calais	Yam
Randy Lyall	Hus
Dan Harris	Bul

CRC MX
Sunnymead, Calif.
March 28, 1976
By M. Thunderpussy

MINI	
Mike Shea	Yam
100 NOV	
Rick Winakur	Yam
125 NOV	
Craig Gormley	Yam
Dennis Vetter	Hon
Mickey McDougal	Yam
125 AM	
Pat Nixon	Hon
Curt Jensen	C-A
Larry Bolin	Hon
125 EX	
Butch Darling	Hon
Tyrone Brown	Suz
Albert Cancino	Hon
250 NOV	
Herb Carbaugh	Yam
Danny White	Suz
Sam Hill	Suz
250 AM	
Leo Vandermeulen	Bul
Eddie Gonzales	Suz
Dan Branfman	KTM
250 EX	
pending	
WOMENS DIV	
EX	
Chelle Blythe	Hon
Diane Harmon	Hon
AM	
Gale Webb	Hon
Linda Stinebaugh	Suz
Diane Conolly	Bul
NOV	
Lynn Musgrove	Yam
Dee Granger	Suz
OPEN NOV	
Steve Harris	Mai
OPEN AM	
Jim Conolly	Mai
Chuck Pettigrew	Mai
Tom Bice	CZ

RESULTS

CRC MX
Indian Dunes, Calif.
April 4, 1976
By "Mad Mary"

MINI INT	
Mike Mercier	Yam
David Baker	Yam
Tim Smith	Yam
MINI EX	
A.J. Whiting	Yam
Scott Grose	Yam
Matt Whiting	Yam
MINI BEG	
Sean Gilboy	Hon
David Berlin	Hon
Jim Hatley	Yam
MINI NOV	
Kenny Spiker	Yam
Tom Satchell	Yam
Clay Cauthorn	Yam
250 EX	
Hal Strauss	Mai
Gary Knieper	-
Clark Jones	-
250 INT	
John Wilson	Yam
John Gonzalos	-
Lonnie Orr	Hon
OPEN INT	
David Stephens	Bul
Bob Brammer	Yam
VETS JR	
Bill Burkhart	Yam
Wes Sharp	Mai
Ed Michetti	Hus
VETS SR	
Dave Crofoot	Yz
Jim Francis	Yam
Bobby Bass	Suz
OPEN BEG	
David Servois	Yam
Charles Brown	Mai
Ron Wiser	Cz
OPEN NOV	
Bryan Ames	Yam
Jim Spaseller	Yam
Randy Klassen	Yam
250 NOV	
Mike Antes	Suz
Tom Flynn	Hus
Philip Lucidi	Suz
250 BEG	
Kevin Syiver	Yam
Jon Crossley	Hon
Gary Kawakomi	Hon
125 EX	
Mark Lawrence	Yam
Kurt Sofka	Hon
Mike Haas	Hon
125 INT	
Mark Boren	Hon
Bill Robertson	Hon
Greg Draskovich	Hon
125 BEG	
Doug Spiker	Hon
Robin Garinski	Suz
Mike Eyerly	Yam
125 NOV	
Paul Lane	Yam
Donald Draskovich	Hon
Mike Rauce	Yam
WOMENS DIV	
Pat Holland	Hon
100 INT	
Mike Auer	FMF
Kent Myers	Yam
100 BEG	
Jerry Berlin	Hon
Edward Hoggan	Yam
100 NOV	
Mike Marshall	Yam
Don Bizzy	Suz
David Blair	Hon

D-35 TT Scrambles
Porterville, Calif.
March 28, 1976
By Cosmic Cat & Co.

MINI	
NOVICE	
Nick Del Rio	Yam
Eddie Shafer	Yam
Terrell Milam	Hon
JR & EX COMB	
Mike Garrison	Yam
Greg Gaw	Yam
Ricky Hollenbeck	Suz
100	
NOV	
Frank Schoenbachler	Suz
Kevin Peck	Suz
JR	
Mark Ritchie	Suz
Brock Glover	Yam
Bryan Adkins	Yam
EX	
Mike Garrison	Yam
Danny King	Yam
Richard Sing	Suz
125	
NOV	
Mike Ragen	Suz
Dennis Camp	Yam
Tom Murrell	C-A
JR	
Gary Long	Yam
Brett Butterfield	Yam
William Riggan	Hon
EX	
Scott Dinkins	Suz
Rodney Sullivan	Yam
Ricky Hicks	Hon
175-200	
NOV	
J.R. Krathley	Hon
Russell Uchigama	Yam
Dan Range	Yam
JR	
Roger Lady	Yam
Vince Holder	Yam
Lee Pritchard	Suz
EX	
Kent Bowser	C-A
Brad Helton	Yam
Steve Boswell	Yam
250	
NOV	
Rick Roeder	Yam
Ritchie Ferreira	Oss
Harry Boudakian	Suz
JR	
Bob Garrison	Yam
Mark Mills	Hon
Scott Andrews	Suz
EX	
Scott Dinkins	Suz
Steve Monger	Yam
Derek Land	Yam
360-500	
NOV	
Jim Rockwell	Yam
Kelly Witzel	Suz
Andrew Estrada	Yam
JR	
Craig Johnson	Yam
Joe Miller	Yam
Paul Shafer	Yam
360-500	
EX	
Mike King	Suz
Kirk Smith	Suz
Scott Dinkins	Suz

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Viking trophies available next two weeks in the desert.

"Desert M.C." trophy presentation will be at the Desert Baron team race May 9, 1976. "Free beer" The trophies will be brought to the desert this one time only. Your or your representative should pick it up then. If not it will be available at Shell Mtr. Yamaha, 3365 Century Blvd., Lynwood, CA. (213) 638-4864. (15)

Desert Wheels MX
Edwards AFB, Calif.
April 4, 1976
By Ray Harris

MINI NOV	
Don Cordhe	Yam
Brent Brown	Yam
Robby Stanley	Yam
MINI JR	
Randy Yetto	Hon
Mark Clark	Yam
Jeff Spencer	Hon
MINI INT	
Jim Stewart	Yam
Johnny Sundquist	Yam
Don Riley	Yam
100 NOV	
Mark Urseth	Suz
Dean Jennings	Kaw
John Willis	Hon
100 JR	
Bryan Brown	Hon
Allen Hopper	Yam
100 SR	
Kenny Hurst	Suz
125 NOV DIV I	
Mike Stafford	Yam
Steve McCormick	Yam
Guy Bradshaw	Kaw
125 NOV DIV II	
B. Unhassobiscay	Hon
Gary Neal	Yam
George Foye	Yam
125 JR	
Roger Hensley	Yam
Jeff Hares	Suz
Billy Brown	Yam
125 SR	
Terry Ducker	Yam
Rick Hulsizer	Yam
Ken Willis	Hon
250 NOV	
Jerry Irelan	Yam
Phil Harvey	Oss
Dennis O'Hern	C-A
250 JR	
Ed Rest	Suz
David Logan	Hon
Mark McAlpin	Yam
OPEN NOV	
Ron Chrisman	CZ
Jim Boone	Yam
Ron Aldrich	CZ
OPEN JR	
Karl Wilson	Suz
Darryl Flake	Yam
OPEN SR	
Keith Mertz	Mai
Dave Thornberry	Yam
Ray McCarty	Yam

Cycle World MX
Bullhead City, Ariz.
March 7, 1976

MINIS	
Mike Toycen	Yam
Danny Omans	Hon
Michael Welch	Hon
125 CLASS	
Kevin Welch	C-A
Mike Tieman	Hon
Paul Forsyth	Yam
250 CLASS	
Jim Yell	Yam
Chris Brown	Yam
Bob Kanthack	Yam
OPEN CLASS	
Pete Sheehan	Yam
Darryl Griewe	Suz
Ron Cross	Hus
PRO CLASS	
Dennis Davis	Hus
Mark Toycen	Hon

AMC MX
Carlsbad, Calif.
April 4, 1976

MINI BEG	
Terry Fowler	Yam
Chris L'Allier	Yam
MINI INT	
Phil Wilkins	Yam
Paul Wilkins	Yam
MINI PRO	
Loren Day	Yam
100 BEG	
Doug Baker	Hon
Dan Fuller	Hon
Bill Gaskin	Suz
125 BEG	
Craig Johnston	Yam
Steve Gabrielson	Suz
Craig Infeld	PBH
125 JR	
Scott Anderson	Yam
Mike Lillevig	Hon
Charleen Higgins	Yam
125 INT	
Robert Reisinger	Yam
Donald Cowan	Hon
Lee Scheffers	Yam
250 BEG	
Greg Weaver	Kaw
Alan Painter	CZ
Cam Schutt	CZ
250 JR	
Ted Vanden Raadt	Yam
Rick Taylor	Yam
Scott Kinnier	Yam
250 INT	
Danny Jean	Yam
Ken Taylor	Mai
Charles Richardson	Bul
OPEN BEG	
Chuck Hunt	Suz
Dave Greko	Mai
Bill Thorn	CZ
OPEN JR	
Danny Towler	Bul
Glen Gibbons	Bul
Steve Ryan	Bul
OPEN INT	
Scott Thompson	Mai
Greg Saari	Yam
Jim Beltnick	Mai
125 PRO	
Steve Bartley	Hon
Gerald Stewart	Yam
Rob Dameron	Yam
250 PRO	
Randy Burns	Yam
Greg Blackwell	Hus
Chuck Rouse	Hus
OPEN PRO	
Jack Hazard	Suz
Steve Montague	Mai
Steve Marusic	Mai

Cycle World MX
Bullhead City, Az
March 21, 1976

MINIS	
Rodney Hughes	Yam
Amery Smith	Yam
Glenn Dally	Yam
125 NOV/BEG	
Chris Brown	Yam
Paul Forsyth	Yam
Mike Hanna	Hon
250 BEG/NOV/AM	
Jim Yell	Yam
John Sheehan	Yam
Jeff Branson	Hon
OPEN BEG/AM	
Pete Sheehan	Yam
Darryl Griewe	Suz
Beaver Blundell	Yam

Motocross
Lockhart, Tex.
March 28, 1976

OVER 30	
Jim Hohlt	Mai
Lloyd Longmire	Pen
Richard George	Hon
MINI BIKES	
Harry Layer	Yam
David Beckham	Yam
Joe Davis	Yam
100 NOV	
Butch Maiden	Suz
Jack Beckham	Suz
Mark Olguin	Suz
125 NOV	
Randy Goff	Hon
Wayne Eskew	Hon
Richard George	Hon
125 INT	
Mike Maloney	Hon
Donnie Moore	Yam
Clifton Schertz	Hon
250 NOV	
Barry Billington	Hus
Brett Cooper	Suz
Fred Cleer	C-A
250 INT	
Mike Mollere	Hus
Mitch Mitchell	Yam
Troy Patterson	Suz
OPEN NOV	
Bill Davis	Yam
Steve Jones	Yam
Bob Burkhart	Hus
125 EX	
David Daniels	Yam
Dan Farley	Hus
Bobby Bullock	Yam
250 EX	
Roger Brown	C-A
Dan Farley	Hus
David Stutts	Hus
OPEN EX	
Henry Evans	KTM
DeWitt Knox	Yam
Roger Brown	Yam

Short track
Reno Park, Nev.
March 21, 1976

360 EX	
Manuel Crummett	Bul
Mike Liepold	Bul
360 JR	
Robert Gardner	Yam
Chuck Padgett	Yam
360 NOV	
Ed LaCrieze	Duc
David Foster	Yam
250 EX	
Robert Renovich	Bul
Charlie Stewart	Hon
250 JR	
Kim Walker	Bul
Alan Jones	Bul
250 NOV	
Rodney Ginn	Bul
Dane Baumgardner	Bul
200 NOV	
Brandon Carnahan	Hon
Richard Evans	Bul
125 JR	
John Land	Suz
125 NOV	
Frank Pfiefer	Suz
Rodney Ginn	Pen
100 NOV	
Mike Rowland	Yam
MINIS	
100 NOV/JR/EX	
Eric Ginn	Kaw
Michael Cryer	Yam
80 EX	
Thomas Hadlock	Yam
80 JR	
Mark Lerrott	Yam
John Law	Yam
80 NOV	
Mark Rowland	Yam
John Gilmore	Yam
60 MINI	
Kerry Darby	Yam
Ronald Traye	Yam

R.A.C.E. Nite MX
Corona, Calif.
March 26, 1976

MINI CYCLES	
Gino Fillipi	Upl
Don Hockett	Upl
Alan Small	Pol
POWDER PUFF	
Cathy Riddle	Upl
Janel Colvin	Upl
100 NOV	
Jim Hall	AL
Mark Moore	AL
Bill Jones	Un
100 SR	
Mike Auer	Un
Gino Filippi	Upl
K. Haynes	Upl
125 NOV	
Steve Feld	AL
M. Landmesser	AL
Chris Wright	Mon
125 INT	
Mike Tidwell	Upl
Blake Bunnell	Pol
K. Hostetler	Upl
125 SR	
Jim Lowe	AL
George Baker	Upl
Rollie Smith	Upl
175 NOV	
Steve Feld	Upl
John Perrault	Pol
Bruce Small	Pol
175 INT	
Karl Hostetler	Upl
Greg Sheets	Upl
Darrell Ritchey	Upl
175 SR	
George Baker	Upl
Rollie Smith	Upl
Dan Hockett	Upl
250 NOV	
Scott McCarty	Upl
Mike Roberts	Pol
Augie Galaz	Upl
250 SR	
Tim Hoover	Upl
Mike Tidwell	Upl
500 NOV	
Augie Galaz	Upl
Ron Horner	Pol
500 SR	
Jim Lowe	AL
Tim Hoover	Upl
T. Kantzalis	Mon
UNATTACHED RIDERS	
125 JR	
Dave Fernandez	Yam
Mike Burnett	Hon
Chris Anderson	Hon
250 JR	
Doug Kondus	Suz
Dan Smith	Pen
Doug White	Suz
250 BEG	
Brent Carnahan	Hon
Greg Walswick	Hus
Joe Bulley	CZ
250 INT	
Jim Garton	Yam
Don Pettingill	AM
Jim Walthall	Kaw
OPEN SR	
Ron Martyn	Hon
Joe Dunn	CZ
Ward Strona	CZ

Austin MX
Austin, Tex.
March 21, 1976

MINI	
Mark Lowing	Hon
Clay Cauthorn	Yam
Keith Davis	Yam
100	
Jack Beckham	Suz
Mark Olguin	Suz
Dicky Tillman	Suz
125 NOV	
Dean Wakowski	Yam
Brian Zettner	C-A
Eddie Thacker	Hon
125 INT	
Robbie Jones	Hon
Kirk Hanna	Yam
Phillip Liberty	Hon
250 NOV	
DeWitt Henderson	Yam
Brett Cooper	Suz
Ben Copelin	KTM
250 INT	
Mitch Mitchell	Yam
Troy Patterson	Suz
Scott Zettner	C-A
OPEN	
Scott Elliott	Hus
Lee Biggart	Yam
Steve Jones	Yam
125 EX	
David Daniels	Yam
Thomas James	Hon
Bobby Bullock	Yam
250 EX	
Gary Bigley	Yam
Mark Wheeless	Yam
Jerry Symank	Hon
OPEN EX	
Dan Farley	Hus
Buddy Kutzer	Hus
Rob Reynolds	CZ

Mid Skates Racing Assn.
Castle Rocke, Color.
March 28, 1976
By Action Oz

MINI NOV	
Darrell Pfluger	Yam
Gary Bradleyy	Yam
Brian Curtis	Yam
HOT SHOE	
Mark Gross	Yam
125 NOV	
Steve Kolias	Yam
Jeff Burrows	Hon
Mark Latrails	Hon
250 NOV	
Kevin Oser	Hon
Jim Erlich	Hon
Brad Barnett	C-A
500 NOV	
John Karl	Mai
Guy Classer	Suz
Steve Petersen	Mai
125 B	
Ron Crane	Yam
Walt Bianchini	Yam
David Skiff	Hon

Valley Dirt Riders

Valley Dirt Riders
Berthoud, Colo.
April 4, 1976
By Action Oz

80 NOV	
Brad Thompson	Hon
Brian Curtis	Yam
D. Peak	Yam
80 AM	
K. Mansfield	Yam
Chris Culp	Yam
D. Pfluger	Yam
80 EX	
M. Gross	Yam
Sammy Salter	Yam
125 NOV	
Jeff Burrows	Hon
B. Myrick	Hon
Tom Fox	Hon
125 B	
Bill Huff	Hon
R. Range	Yam
D. Albrecht	Yam
125 A	
S. Smith	Yam
J. Rice	Yam
R. Stichter	Yam
250 NOV	
K. Taylor	Suz
W. Gustus	Yam
B. Phillips	Oss
250 B	
J. Gooden	Kaw
J. Rein	Bul
S. Beckwith	Suz
250 A	
G. Glasenapp	Bul
J. Todd	Mai
M. Meyer	Hus
OPEN NOV	
J. Wheatridge	Mai
Steve Neil	Yam
Steve Peterson	
OPEN B	
J. Cooperedge	Yam
S. Szekule	Yam
B. Duffy	Cz
OPEN A	
B. Ferneyhough	Yam
W. York	Suz
M. Tarter	Yam

Rough Scrambles
Sacramento, Calif.
March 27, 1976

MINI	
80 NOV	
John Widden	Yam
Billy Williams	Yam
80 JR	
Joe Brazil	Hon
80 EX	
Dale Hansen	Yam
Jeff Mason	Suz
Bill Arbogast	Yam
SPORTSMEN	
100 NOV	
Mike Ham	Yam
100 JR	
Joe Brazil	Suz
100 EX	
Jeff Mason	Suz
Doug Chandler	Hon
125 NOV	
John Land	Suz
Mike Zimmerman	Yam
Bob Hilee	Kaw
125 JR	
Dallas Davis	Suz
Steve Crawford	Suz
125 EX	
Mitch Davidson	Yam
Gary Pullsburg	C-A
250 NOV	
Max Easley	Yam
Jony King	Bul
John Volk	Yam
250 JR	
Jim Donnell	
Jerry Brandt	Yam
John Crocker	Kaw
250 EX	
Matt Carothers	Yam
Larry Rippenkroger	Kaw
Dennis Spence	C-A
500 NOV	
Randy Brenman	Yam
Pete Storer	Suz
Jim Karr	Mai
500 JR	
Dallas Davis	Yam
D. Lenhart	CZ
500 EX	
Steve Brandt	Yam
650-750 EX	
John Fite	Tri
Steve Hall	BSA

Desert Wheels MX
Edwards AFB, Calif.
April 4, 1976

MINI NOV	
Don Cordhe	Yam
Brent Brown	Yam
Robby Stanley	Yam
MINI JR	
Randy Yetto	Hon
Mark Clark	Yam
Jeff Spencer	Hon
MINI INT	
Jim Stewart	Yam
Johnny Sundquist	Yam
Don Riley	Yam
100 NOV	
Mark Urseth	Suz
Dean Jennings	Kaw
John Willis	Hon
100 JR	
Bryan Brown	Hon
Allen Hopper	Yam
100 SR	
Kenny Hurst	Suz
125 NOV DIV I	
Mike Stafford	Yam
Steve McCormick	Yam
Guy Bradshaw	Kaw
125 NOV DIV II	
B. Unhassobiscay	Hon
Gary Neal	Yam
George Foye	Yam
125 JR	
Roger Hensley	Yam
Jeff Hares	Suz
Billy Brown	Yam
125 SR	
Terry Ducker	Yam
Rick Hulsizer	Yam
Ken Willis	Hon
250 NOV	
Jerry Irelan	Yam
Phil Harvey	Oss
Dennis O'Hern	C-A
250 JR	
Ed Rest	Suz
David Logan	Hon
Mark McAlpin	Yam
OPEN NOV	
Ron Chrisman	CZ
Jim Boone	Yam
Ron Aldrich	CZ
OPEN JR	
Karl Wilson	Suz
Darryl Flake	Yam
OPEN SR	
Keith Mertz	Mai
Dave Thornberry	Yam
Ray McCarty	Yam

Fox Hollow MX
Woodburn, Ore.
March 28, 1976
By Chuck Iken

MINI JR	
Jeff Cropper	Yam
Bill Cook	Yam
MINI INT	
Chris Selnes	Yam
100 JR	
Lonnie Musick	Suz
Cole Chancellor	Suz
Gene Fordel	Suz
125 JR	
Robby Robbins	Yam
Jeff Walker	Yam
Judy Winter	Yam
250 PRO	
Kevin Meyer	Yam
125 INT	
Jace Craun	Yam
Jim Wilson	Yam
250 JR	
Mark Buyas	Yam
Greg Autry	Yam
Scott Lambert	Suz
OPEN JR	
Chuck Chessmore	Suz
Chuck Pratt	Yam
OLD TIMERS	
Ben Mattoon	Tri
125 PRO	
Kevin Jansen	Hon
Bill Cook	Yam
250 JR	
Mark Buyas	Yam
Greg Autry	Yam
George Hall	Yam

Saddleback MX
Orange, Calif.
April 3, 1976

250 EX	
Richee Collins	KTM
Steve Rhyan	C-A
Tim Wyant	Suz
OPEN EX	
Robert Zingg	Suz
Jeff Witherall	Suz
Gary Tomezak	CZ
125 INT	
Jim Gibson	Hon
Mark McClure	Yam
Vance Qualls	Yam
125 JR	
Brett Meyer	Hon
David Gomez	Hon
Mark McHenry	Yam
125 BEG	
Pet Rasinski	Yam
Paul Bailey	Yam
Dave Jermen	Hon
250 INT	
John Gonzalas	Suz
Kym Kireshman	Suz
Frank Bua	Suz
250 JR	
Jeff Clauson	Suz
Roger Stanley	Yam
Steve Mayo	Suz
250 BEG	
John Powers	Suz
Mike Hudson	Suz
Daniel Cotton	Yam
OPEN INT	
Al Satterla	Yam
Clint Barter	Mai
OPEN BEG	
John Rimlinger	Suz
Bill Dennis	Yam
Jim Banning	Pen
MINI EX	
Andy Oresean	Hon
MINI BEG	
Alan Fraizer	Yam
Ed Jackson	Hon
Rich Rimlinger	Yam

Motocross
Escape Country
Trabuco Canyon, Calif.
April 3, 1976

MINI CLASS	
Pee Wee Haward	Yam
SUPER MINI 1st DAY	
Tom Riche	Yam
Guy Page	Hon
SUPER MINI BEG	
Tom Gibson	YZ
SUPER MINI NOV	
Scott Davis	Yam
SUPER MINI INT	
Mike Brown	YZ
100 1st DAY	
Pat Ballard	Suz
100 NOV	
Patrick Kehoe	Hon
Greg Fountain	Yam
Steve Jacobson	Suz
125 1st DAY	
Dave Brown	Hon
Chuck Wilson	Hon
Gary Kincaid	Hon
125 BEG	
Jerry Pinston	Suz
Donald Munkres	Hon
Terry Samudio	Yam
125 NOV	
Scott Fulton	Suz
Doug Jacobs	Hon
Scott Kincaid	Hon
250 1st DAY	
Russell Kaline	Suz
Dee Aden	Suz
250 BEG	
Eddie Embry	Mai
Mike Hayes	Bul
250 NOV	
Jerry Benson	Mai
Glen Elliott	Suz
Don Harte	Suz
250 INT	
Rocky Caswell	Suz
OPEN 1st DAY	
Ted Lee	Yam
OPEN BEG	
Trevor Hampton	CZ
OPEN INT	
Leslie Rickey	Suz

Motocross
Escape Country
Trabuco Canyon, Calif.
April 4, 1976

MINI CLASS	
Rudy Dickinson	Hon
SUPER MINI 1st DAY	
Joe Nist	Yam
James Watt	Hon
Tim Pelle	Yam
SUPER MINI BEG	
Tom Maxstadt	Hon
Tom Pelle	Yam
SUPER MINI NOV	
Michael Brindley	XR
Sam Store	YZ
Terry Randall	Yam
SUPER MINI INT	
Brian Fountain	Yam
SUPER MINI EX	
Rex Smith Jr.	Yam
100 1st DAY	
Mark Stubbs	Yam
100 BEG	
Mike Diego	Yam
100 NOV	
Greg Fountain	Yam
100 EX	
Jim Gallagher	FMF
Mark Marriott	—
125 1st DAY	
Chris Fisher	Hon
Bob Doorneweerd	Hon
Greg Wilcoxen	Suz
125 BEG	
Forrest Hayashi	Hon
Brian Nelson	Hon
Brian Philippsen	Hon
125 NOV	
Jerry Lee	Hon
Steve Steiert	Hon
Richard Kamei	Hon
125 INT	
Karl Smith	Hon
Bob Walker	Hon
125 EX	
Mark Marriott	Suz
250 1st DAY	
Darren Kaiser	Yam
Steve Harmon	Hon
250 BEG	
Jeff Wilson	—
David Roulette	Suz
250 NOV	
Chito Martinez	Yam
Mark Petty	JBS
Eddie Embry	Mai
250 INT	
Chris Shaw	Hus
OPEN 1st DAY	
Bob Grisham	Hus
OPEN NOV	
Dan Lewis	Suz
John Abrams	Suz
OPEN EX	
Tom Mayfield	Mai

D-36 Scrambles
Salinas, Calif.
March 28, 1976
By Burt Dinner

100 NOV	
Rod Cahoon	Yam
Richard Smith	Yam
125 JR/NOV	
John Mason	Yam
Norman Combs	Suz
Scott Caldwell	Yam
200 NOV	
Jay Ralston	
250 JR/NOV	
Stan Eubanks	Suz
Scott Caldwell	H-D
Ron Rohr	Suz
OPEN NOV	
Randy Bereman	Suz
John Roeder	Yam
OPEN JR	
Dave Lehman	Yam
OPEN EX	
Steve Long	Mai
Matt Rohr	Suz
Matt Carothers	Yam

Manzanita Spdwy
Phoenix, Ariz.
Mar. 31, 1976
By Becky Powers

MINI NOV	
Jesse Camp	
MINI AM	
Brad Halka	
MINI EX	
Morgan Clay	
Troy Blake	
Denny Smallwood	
100 NOV	
Jeff Tank	
125 NOV	
Brian Ziegler	
David Engstrom	
Doug Kittrell	
Steve Campbell	
125 AM	
Jeff Sweet	
David Robinson	
Marc Isenberg	
Mike Yogerst	
125 EX	
Larry Carter	
Bobby Scott	
Bob Rusell	
250 NOV	
Bobby Boaz	
Allan Jeffress	
Paul Nicholson	
Mike Brewer	
250 AM	
John Strickland	
Mike Woodward	
250 EX	
Bobby Smallwood	
Tom Miller	
500 NOV	
Roger Brown	
Chris Baucum	
500 AM	
Bart Beninati	
500 EX	
Glen Schuler	
Brian Renshaw	
Tom Burcham	
Steve Berg	
OPEN NOV	
Steve Hintz	
OPEN AM	
Rick Short	
OPEN EX	
Jon Sellers	
Tom Burcham	
Ken Killebrew	

TT & Half-Mile
395 Cycle Park
Adelanto, Calif.
April 4, 1976

TT	
MINI NOV	
Scott Oliver	Yam
Stormy Vickers	Yam
Matt Moon	Yam
125 NOV	
Scott Oliver	YZ
David Cote	RM
Wyman Blankenship	Kaw
100 NOV	
Chuck Bittle	Yam
Dan Wendt	Hon
250 NOV	
Kerry Picken	Yam
Jim Chapman	Kaw
Dave Abbott	Yam
OPEN NOV	
Carl Krenz	BSA
250 AM/EX	
Dylan Neihart	Yam
Bobbi Hunter	Yam
Dorothy Rowe	Yam
OPEN AM/EX	
Dave Johnson	Yam
Jerry Peters	BSA
Ted Share	Yam
SWEEPSTAKES	
Dave Johnson	Yam
Dylan Neihart	Yam
David Cote	Yam
HALF-MILE	
MINI NOV	
Scott Oliver	Yam
Stormy Vickers	Yam
Matt Moon	Yam
100 NOV	
Chuck Bittle	Yam
Brent McMurray	Suz
Dan Wendt	Hon
125 NOV	
Scott Oliver	YZ
David Cote	RM
Jeff Johnson	YZ
250 NOV	
Kerry Picken	Yam
John Evans	Yam
Jim Chapman	Kaw
OPEN NOV	
Carl Krenz	BSA
Lou Gimenez	Tri
Gene Polson	Tri
250 AM/EX	
Dylan Niehart	Yam
Bobbi Hunter	Yam
Dorothy Rowe	Yam
OPEN AM/EX	
Dave Johnson	Yam
Robert Chapek	H-D
Ted Share	Yam

Sacramento Rcwy.
Hi Point Series
Sacramento, Calif.
Feb. 22, 1976

Mark Howard	
Arnold/Buckley	
Tom Lucas	
Ken Powers	
Joe Brazil	
Woods/Hiler	
Dale Hansen	
Williams/Trapp/ Zimmerman	

AME MX
Valencia, Calif.
March 19, 1976
By Ted Titmas

MINI EX	
Steve Schmitz	Yam
AJ Whiting	Yam
Rusty Wageman	Hon
MINI INT	
Holly Troxler	Yam
Mike Mercier	Yam
Blake Reynolds	Yam
MINI JR	
Steve Allensworth	Yam
Kenny Spiker	Yam
Tim Smith	Yam
OLD TIMERS	
Dick McDonald	Suz
Will Pattison	Yam
Wiley Seitzler	Suz
250 INT	
Mike Boyd	
250 JR	
Arnold Comproni	Mai
John Lovett	Bul
Steve Dalley	Hon
500 BEG	
Craig Lewis	CZ
500 PRO	
Michael Marsh	Mai
500 JR	
Steve Kelso	Mai

Jerry Asher	Yam
POWDER PUFF	
Rox Ann Dougherty	Hon
Pat Holland	Hon
500 INT	
Bob Hansen	Yam
Mark Bear	Suz
Rozz Reed	Mai
100 JR	
Steve Randall	Suz
Mike Nance	Suz
BJ Lehn	Suz
100 INT	
John Whelchel	Suz
John O'Mara	Suz
Mike Auer	Suz
250 BEG	
Bill Throckmorton	Suz
Pat Nellis	Bul
Dave Carnell	Kaw
100 BEG	
Kenny Hurst	Suz
Steve Oldfield	Suz
Mark Adams	Suz
125 PRO	
Bob Kline	Hon
Mark Gambetta	FMF
Bill Barlow	Hon
125 INT	
Mark Boren	Hon
Bob Shimp	Hon
Bill Robertson	Hon
125 JR	
Greg Boren	Hon
Eric Coffin	Yam
Jamie Einbund	Hon
125 BEG	
Doug Spiker	Suz
Gary Payne	Hon

URA Good Time Enduro
Red Mtn., Calif.
March 28, 1976
By Willard J. Crawford

OVERALL - Dave Sleva
PP-A - Mary Ahrens
PP-B-80 - Linda Zink
PP-125 - Connie Brown
PP-B-200 - Joyce Robinson
PP-B—U-16B - Troy Smith
U-16-B-80 - Quinton Smith
U-16-B-200 - Greg Starry
2nd LOOP
OVERALL - Ron Egren
A COMB - Bud Howseman
B OPEN - George Harrison
B-200 - Ed Howell
PPA - Linda Zierer
C-125 -C.R. Brumson
C-250 - Dennis Garrett
U-16-A COMB - Eric Anderson
B-200 - Garry Roberts
C-OPEN - Keith Drochak

AMC MX
Indian Dunes, Calif.
March 26, 1976
By Ted Titmas

MINI JR	
Eddie Perry	Yam
Steve Allensworth	Yam
Kenny Spiker	-
MINI EX	
Jim Holley	Yam
AJ Whiting	Yam
Scott Grise	Yam
MINI INT	
Mike Mercier	Yam
David Baker	Mon
Mark Tomaselli	Yam
POWDER PUFF	
Eileen Alba	Hon
Rox Ann Dougherty	Hon
Dene Silicato	Yam
100 BEG	
Mark Adams	Suz
Kenny Hurst	Suz
Steve Clark	Suz
100 JR	
Mike Nance	Suz
Steve Randal	Suz
Jeff John	-
100 INT	
John Whelchel	Suz
John O'Mara	Suz
Darren Kelsey	Yam
OLD TIMERS	
Wiley Seitzler	Suz
500 BEG	
Chris Pinaso	Suz
500 JR	
Jerry Asher	Yam
David Keith	Yam
Stuart Douglas	Hus
500 INT	
Rick Hatfield	Mai
Mark Bear	Suz
125 BEG DIV I	
Rick Wagner	Hon
David Lynch	Hon
George Capodieci	Hon
125 BEG DIV II	
Ned Bassotti	Hon
Duffy Phelps	Yam
Mike Parson	Suz
125 JR	
Danny Thompson	Yam
Drew Sidaris	Hon
Jim Davis	Suz
500 PRO	
Andy Jannings	Mai
Dave Hensche	Mai
Dan Dawson	KTM
250 PRO Rob Rollins	Bul
Dan Lurtz	
125 PRO	
Jerry Shore	Hon
Mark Aney	Hon
Tom Bice	FMF
100 PRO	
Mitch Brown	Suz
250 JR	
Arnie Comproni	Mai
Mark Durand	Hus
Cory Sawyer	Suz
250 BEG	
Bill Throckmorton	-
Scott Scarborough	Yam
Pat Nellis	Bul

395 Cycle Park MX
Adelanto, Calif.
March 28, 1976

MINI BEG	
David Jeffery	Yam
James Jeffery	Yam
David Smith	Hon
MINI NOV	
Randy Yetto	Hon
Pat Galan	Yam
125 BEG	
Eric MacCracken	Yam
Allen Hopper	YZ
Don Shetler	Hon
125 NOV	
Jim Grover	Hon
Bob Shetler	Hon
B. Unhassobiscay	Hon
250 BEG	
Don Roger	Kaw
Jerry Irelan	Yam
Mike Benson	C-A
OPEN NOV	
Fred Fresson	Yam
Gordon Ward	Suz

D-37 High Point Standings

125 MOTOCROSS
1. Louis O. Darling, Jr.
2. Jim Connolly
3. Rick Kehoe
Club: Dirt Diggers

250 MOTOCROSS
1. Allen D. Cooke
2. Larry Bird
3. Tim Welker
Club: Gripsters

OPEN MOTOCROSS
1. Jim Connolly
2. Chuck Pettigen
3. Robin G. Cerasuolo
Club: Dirt Diggers

D-36 MSA
Blue Plate Pt.
Standings
March 1, 1976
By Bruce Young

Dan Chandler	23
Ron Self	21
Floyd Davis	21
Pat Wilson	18
Randy Losk	13
Duane Joice	13
Phil Crane	12
Jim Lesniewski	11
Jeff Watts	11
Dan Waller	10
Arnold Plant	9
Eugenene McKenzie	8
Gary Murphy	8
Dan Cantaloupi	8
Dick Butner	8

Valley Racing Assn.
High Point Standings
March 22, 1976

1. Don Taylor	33
2. Mike Jennings	21
3. Matt Carothers	19
4. Benny King	17
5. Francis Lopes	16
6. Ted Davidson	15
Alex Jorgensen	15

Montesa VA 125 Cappra

Return of the European O

By John Huetter

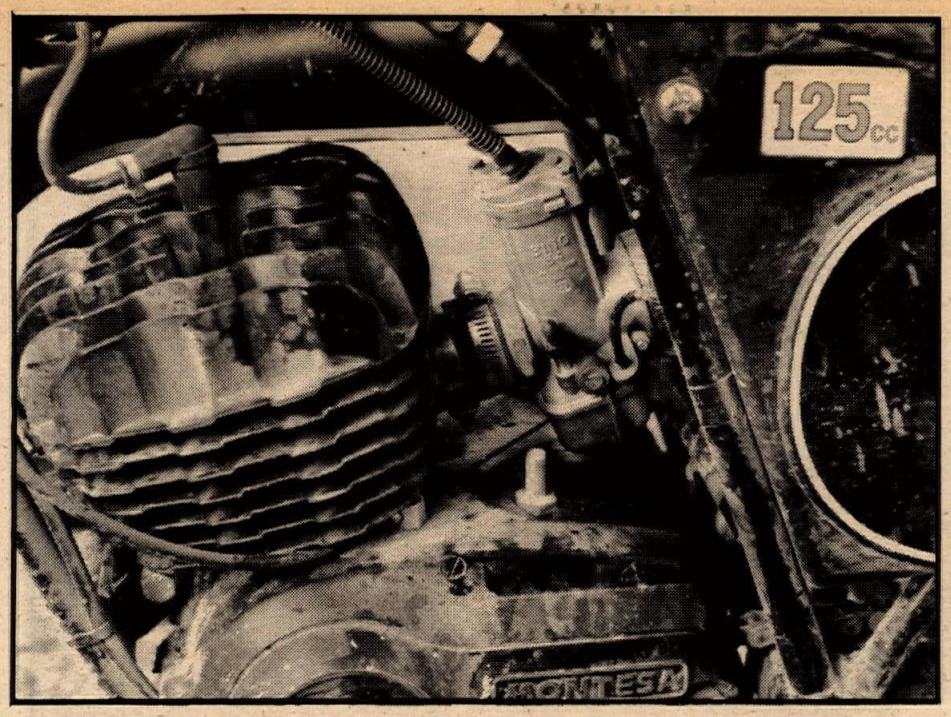
For the past three years, the domination of Japanese-built machinery in the 125cc class has been nearly absolute. Prior to 1973, any 125 moto was a battleground for DKWs, Pentons, and Bultacos, but those days seem almost like ancient history in the pell-mell pace of racing development.

Of course, very few of the currently dominant Japanese 125s compete in stock form. Trick pipes, ports, and reed cages appeared everywhere and with that technology boom went a certain loss of innocence and a definite default of style. Still, that winning combination of marketing and rear wheel horsepower is a hard front to crack. The latest Oriental offerings have definite good qualities even though we've still never run across a little Honda that handled as well as that first 1973 model 125. When the Japanese bikes began delivering more honest representations of their intent: motocrossers that were actually up to racing motocross, the maintenance requirements leap-frogged over the previous standards of upkeep associated with supposedly less bulletproof European bikes. The 125s from across the Atlantic began to look better in terms of keeping them running for a season, but they were about one full competition generation behind, in terms of development.

Now, against all odds, with an optimism born out of confidence in their corporate and personal style, the Spanish are coming back strong into the 125 race – or at least, they're back as strong as they can be in this crazy, inflated, depressed U.S. market for serious racing machinery. Montesa is at the leading edge of that entry into the 125 wars with an all-new 123cc Cappra VA motocrosser. It is, first of all, a machine that carries a sense of style to the rider. It is a beautifully crafted machine whose appearance makes you like it even without riding it. The first time it was raced, in a class of Yamahas, Suzukis, and Hondas, the Montesa leapt to everybody's attention. Sure, the focus was on it because it was new but also because it was very different. You could feel that.

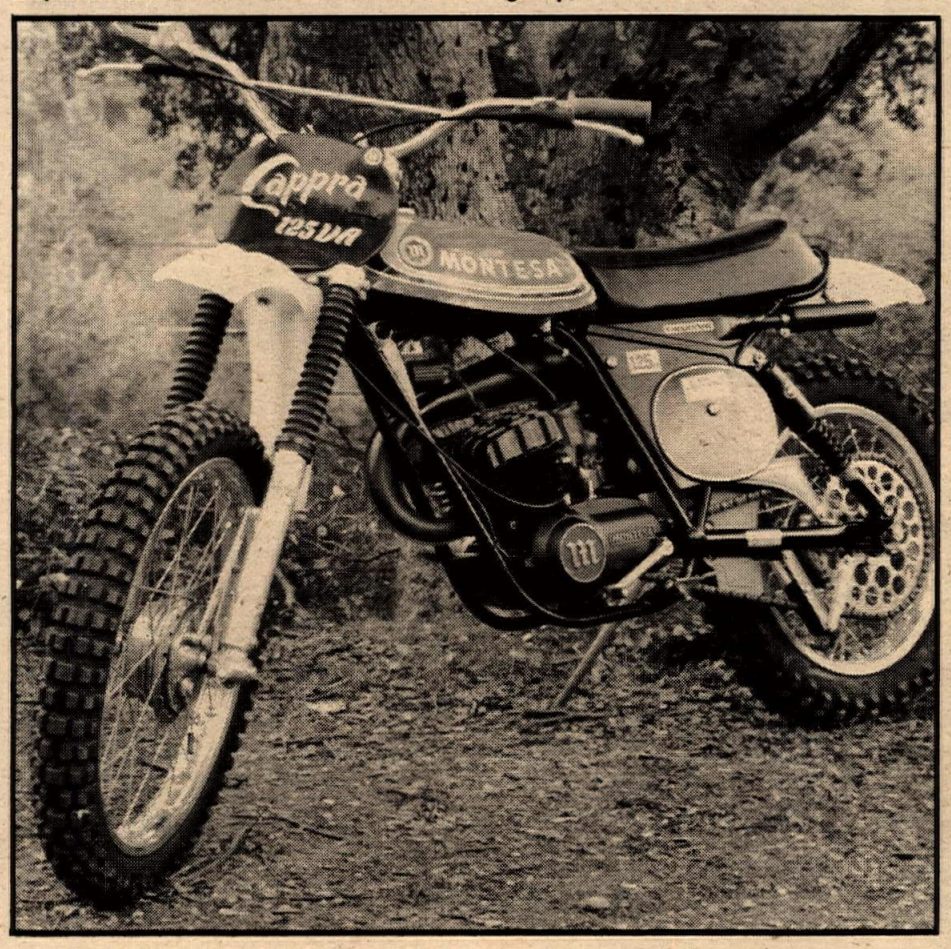
Second of all, Montesa's re-introduction of the duplex chrome-moly frame into serious motocross machinery has brought handling with it. Lots of handling, and 99% of it is good to excellent. The 125 Montesa represents a basic concept in a very pure form: a racing machine should handle well and everything else is secondary. It is a concept that few riders and even fewer manufacturers have really taken to heart. Montesa has embodied that elusive quality in their new 125.

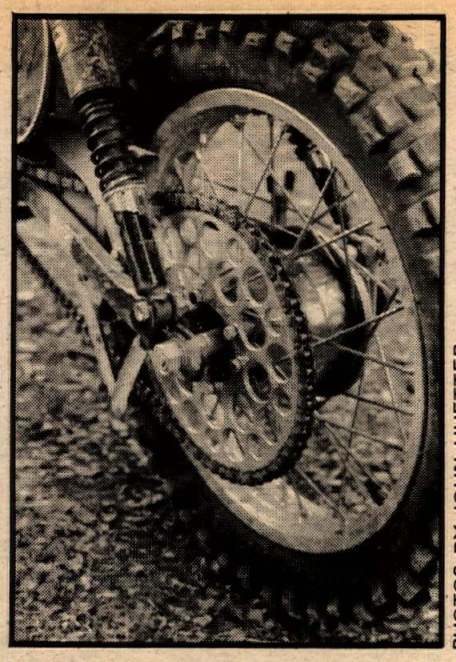
50 of these 125s were released in the U.S. over a year ago, but they were mostly not for sale. Montesa let them out to the dealers and waited for feedback. There were some results from this prototype program. The gearing was raised to better suit the speed vs. technique style of most American tracks and the cylinder acquired a scavenging port at the rear to clean the charge out



Potent crinkle finned engine breathes through a 32mm Bing and twin air filter.

Duplex frame features three cross braces for rigidity.





All new hub hold strong rear brake. 56T sprocket looks like swiss cheese.

PHOTOS BY JOHN HUETTER

ne-Two-Five

from under the small piston. Otherwise, the engine remained unchanged with one intake, two transfer, and one exhaust port; ignition from an internal rotor transistorized Motoplat and carburetion from a 32mm Bing, which is a very healthy venturi size for a 123cc engine.

Last year's "old" seven-inch travel Betor fork was replaced with this year's "new" eight-inch travel Betor fork which is, in turn, modified by Montesa. Rear suspension is provided by an updated version of the Telesco "Cross" damper mounted cantilever to the frame, surrounded by 78 lb. springs and providing 6.5 inches of rear axle travel. Surprisingly, 6.5 inches is enough. The rear end never bottomed or topped out while the Montesa's attitude and stability in severe braking and acceleration remained more constant than bikes with a lot more rear axle travel and the consequent geometry changes that full compression and extension bring about. There is a critical rider weight determining the life of the shocks, though. Everybody under 150 lbs. thought the rear suspension was really fine and the Telescos, even with their relatively small fluid capacity, didn't fade under them. Riders around 170 lbs. experienced shock fade after 15-20 minutes (depending on what they were doing) and loss of damping in the rear suspension. Then, the rear end would start to hop around and get pretty exciting.

To get the most from any motocross 125, the rider is going to be moving around on it more than on a larger displacement machine. That situation has been paid attention to on the Montesa with everything either slim or tucked in. The seat-tank relationship is as good as it has been since the inception of the 1.7 gallon "bean tank" with correct firmness to the seat. The up-pipe is totally buried and the sidepanels are flat. You can get all over that bike without snagging or singeing yourself.

The big question about the Montesa, of course, after we happily accepted the notoriously fine handling we expect from Spanish machines is . . . will it be fast enough? Which is a polite way of asking if it can beat the Japanese bikes. The answer should be obvious: of course it isn't. No motorcycle, so far, in standard trim is fast enough for the U.S. 125cc classes because *every* bike in that class seems to be tricked to tears. The newest Honda delivers a maximum of 22 brake HP on one given dyno with a powerband 1000 RPM wide. The new Montesa 125 VA delivers 21 brake HP on the same dyno with a powerband 2500 RPM wide. The Honda (and Suzuki and Yamaha) makes max power above 10,000 RPM. The new Montesa makes its peak power around 9000 RPM. Which type of bike would you rather ride? Which would you rather maintain week after week? What if one of them had Betor eight-inch forks?

The lower end of this black, crinkle-finned engine is derived from the Montesa 123 Cota trials bike. The gears are beefier for motocross with appropriate racing ratios but there is much shared. After the engine was sorted out, the internal gear ratios fit the power very well except for a noticeable gap between first and second. The engine sidecases appear identical to the Cota which brings out the two worst features of the 125 Montesa that we were able to discover. The countershaft sprocket is completely buried under the left sidecase. This makes access difficult not only for changing gearing but to perform daily tasks like cleaning or changing the chain.

The covered sidecase is also a mud pocket where the buildup of goo will rob power and wear out the chain even faster. Incidentally, the largest countershaft sprocket that will fit in there is the standard 12 tooth model. (As a matter of cultural note, all Spanish teams seem to change the rear sprocket more readily and more often to achieve desired gearing for a particular course.) Rear sprockets from the standard 56 tooth model down to 52 have been used with success on different courses. Breadth of power delivery allows this flexibility.

As a positive design feature, the driving sprocket is very near the swingarm pivot point which helps maintain constant chain tension as the rear wheel bounces up and down. The plastic chain guard on the swingarm is designed to keep mud out of the chain, an important feature on *real* motocross courses and doesn't weigh all that much. That feature is probably offset by the sidecase mud-catcher.

Another item from the 123 Cota is the right sidecase and kickstarter — which is a misnomer. The lever never once started the engine by kicking it over. The trials bike lever is too long for the motocross configuration and hangs up on the rear brake cable actuating rod. An attempt had been made back at Esplugas de Llobregat to solve that by adding washers under the retaining bolt. This only made the lever stick under the brake arm and gouge a larger piece out of it. We liked the solution we saw on a later production model Montesa VA125 better: a different, shorter kickstarter. Hopefully you won't ever see one like we had in your dealer's showroom. Bumping it to life really wasn't a problem — unless you were in a muddy trough between two hills. Missed details are insulting to the quality of such an excellently conceived piece of machinery.

The front and rear brakes are enclosed in semi-conical polished alloy hubs and are so good you take them for granted after the first lap. They possess a combination of strength and positive feel that may be unmatched on any other 125. The fine braking encourages you to go deeper than you previously thought comfortable into any type of corner, then use them to the maximum for straight, controlled deceleration right up to the apex of your turn where a fistful of throttle takes over.

The only other problem we encountered during the test was the tendency of the rear sprocket bolts to come out since they are threaded in the same direction as rear wheel rotation. Get under them with red Loc-tite and/or check them between every moto and after practice. Also, the footpegs will pack up slick with mud. They need a little deeper serration. The position is excellent, though, since you never feel like you're standing a foot off the ground, which you actually are.

The goodies and accessories on the VA125 are just that — good. White translucent plastic fenders came off last year's works bikes along with the quick throttle. Spokes stayed surprisingly tight in the new heavy-duty ridgeless Akronts. A Twin Air oiled foam filter stays out of the way behind a plastic sidepanel/numberplate. The cables are heavy enough but need to be routed carefully to avoid pinching. Best of all, the Montesa 125 was strikingly reliable during test. Nothing broke or fell off (We caught the rear sprocket bolts in time.) and we changed the plug only once, during the too-rich carburetion period. By the time we took the scooter back, it was ready for fresh fork oil, another change of transmission lubricant and that was just about it. Necessary maintenance, particularly for a 125 racer, is minimal.

The VA125 is a little jewel of a motocross machine. Like all jewels it has its price and its flaws but imparts this special feeling to the owner. It enables a serious racer to deal with a motocross course in a very precise, quick, and correct manner. Its recommended retail price of $1415 is not at all out of line with the other European-built 125 motocrossers which all hover around $1400. It is the simple fact of European prosperity and consequent price inflation of their manufactured products in the U.S. that is still hard for buyers and racers of 125s to accept.

Montesa's main problem with the VA125 will lie in discovering sufficient numbers of racers who are dedicated to the concept that machine represents: no-compromise excellence of handling in a 125cc class racing bike. ●

Specifications

Engine/carburetion	
Type	Two-stroke piston port
Displacement	123.7cc
Bore X Stroke	54mm X 54mm
Compression ratio	16:1
Carburetion	32mm Bing
Air Filtration	"Twin Air"
Clutch	Wet 5-plate
Transmission	Constant mesh
Claimed horsepower	21 HP @ 9500 RPM
Frame/suspension	
Type	Chrome molybdenum
Front suspension	Betor fork w/travel 8"
Rear suspension	Telesco oil-travel 6.5"
Seat height	34"
Ground clearance	10"
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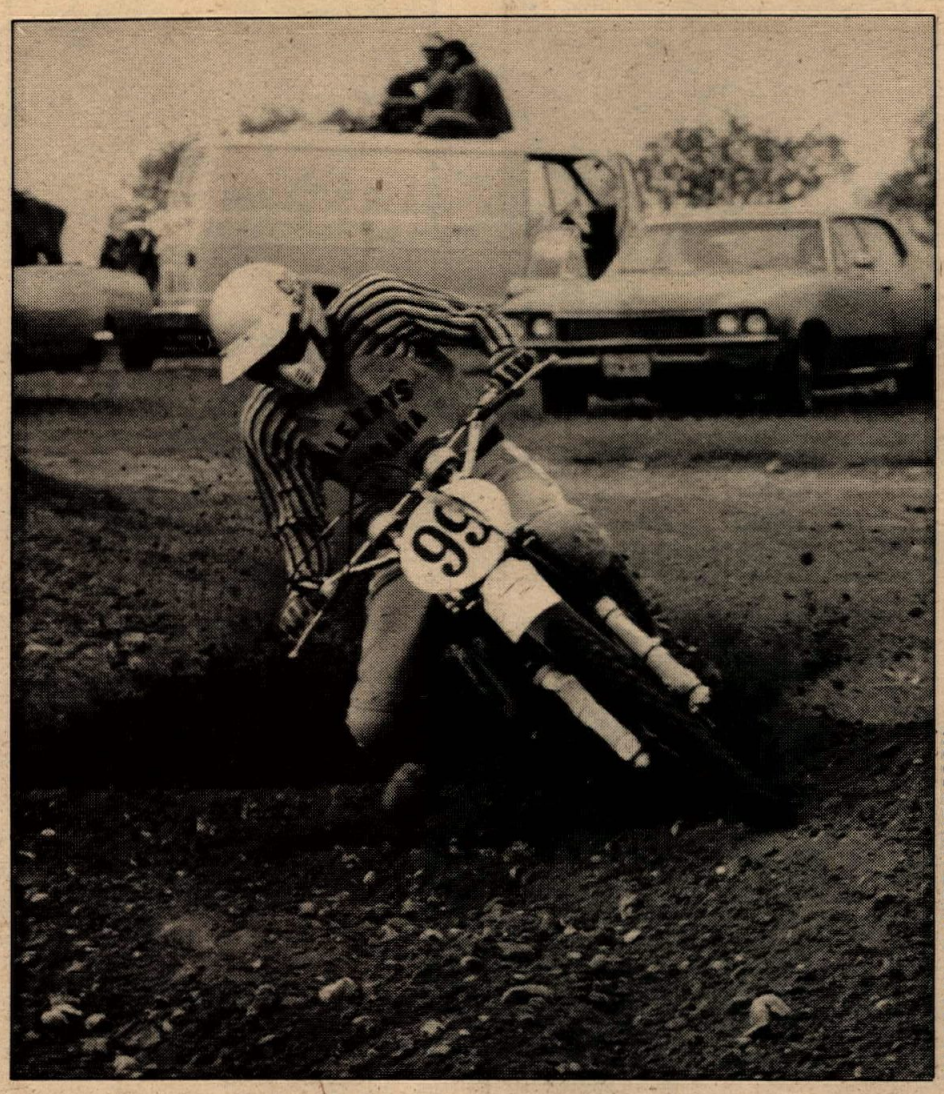

PHOTOS BY DeWITT HENDERSON

DeWitt Knox eyes the rocks at Rockhart. Oops, make that Lockhart.

Florida's Dan Farley (3) leads Roger Brown (32) at Lockhart's 125 bash.

Local shoes defeat Florida foe

By DeWitt Henderson

LOCKHART, TEX., MAR. 28

Florida shoe Dan Farley showed up at Lockhart with a trio of trick Huskies in hopes of defeating the locals and picking up a little travelling money, but the dazzling duo from New Braunfels, David Daniels and Roger Brown, left Farley with two second place finishes.

The 125 Experts shot out of the gate to start the first moto and Roger Brown grabbed a commanding lead in no time at all. Within a few laps Dan Farley was breathing down his neck and David Daniels was closing the distance on both of them. Farley put the pass on Roger and Daniels crashed. Farley gassed his trick Husky to a huge lead, but Daniels wasn't to be defeated that easily. He remounted and repassed the entire pack, including Roger Brown, and went after Farley. Farley held on to win by a very short distance, with Daniels second and Roger Brown third. Bobby Bullock took fourth.

David Daniels (Yam) took the lead at the start of the second moto and never let go. Farley maintained second, followed by Bobby Bullock and Roger Brown. Farley tried hard to gain on Dnaiels but he couldn't close the gap. Daniels took the overall with a 2-1, followed by Farley (1-2), Bobby Bullock (Yam 4-3) and Roger Brown (3-4).

The 250 Expert class was a hot one right from the start. Farley, Brown, and DeWitt Knox (Yam) of Austin were dicing it for the lead with Knox holding a slight edge over the other two. Knox's Yamaha broke its frame and handlebars after a hard landing over the big jump, and Farley hit into him, leaving Brown in the lead. Farley remounted and came back to finish third behind leader Roger Brown and a healed Mark Wheeless (Yam) of Austin.

Dan Farley took the second moto win, but all Roger needed for the overall was a second place finish, and that's what he got. David Stutts (Hus) of San Antonio took third and third overall. Wheeless didn't enter this moto for unknown reasons.

Barry Billington (Hus) of Waco aced the 250 Novices with two good rides, as did Mike Mollere (Hus) of San Antonio in the 250 Intermediates. Mitch Mitchell (Yam) of Austin and Troy Patterson (Suz) both tried to hold the lead in the 250 Intermediate class, but Mollere eventually got around the pair and took the win. Mitchell placed second, followed by Patterson. Austin rider Wayne Eskew (Hon) was fourth. ●

Results in Results Section.

Mid-States mindblower

By Action Oz

CASTLE ROCK, CO., MAR. 28

Out-of-staters had a good time at Castle Rock; California, Ohio and Oregon riders did a number and had a good time doing it. Mad Dog Bauer came in from Orange Country on his DG Honda, Dave Lindquist from Ohio and Walt Bianchini from Portland, Oregon. Walt, who came to Colorado to ski, rode a borrowed Yamaha. Even though he'd never seen a Colorado track and had very little practice time, he just missed a first overall, leading most of both motos until the skiing activity and the altitude caused him to tire toward the end. Ron Crane squeaked by him at the finish line to take the 125 B, but felt Walt's heat as Bianchini took a good second in a truly exciting race.

Steve Kolias (Yam), in the 125 Novice class, put together two motos to take first while Jeff Burrows (Hon) came in second. The 250 Novice class was led by Kevin Oser (Hon) and Jim Ehrlich put in for second. John Karl (Mai) ran two fine motos to ride away with overall honors in the 500 Novice with Guy Classer picking up his second. Kini Hiserote (Pen) did it again for overall top spot in the 250 B class. This is getting to be a habit for him. John Koch rode a strong second place on his Husky.

The Experts all ran together. Mad Dog Bauer on his 125 Honda won it both times for the overall ace. He just flat got out there and toodled. The only one to hang in with him was Dave Lindquist on a brand new Open class Maico. So be it. Mad Dog first in 125, Dave Lindquist first in Open and Gary Nickerson (Suz) first in 250. ●

Results in Results Section.

Mark Wheeless returns to Austin action

By Greg Labbe

AUSTIN, TEX., MAR. 21

Wheeless is back! You heard it right. Mark Wheeless, lying so

ACTION OZ

Rice (13) and Stichter (25) put on a race like this all the way to the SRAC flag in the 125 A class.

close to death just a few short months ago has returned to racing, and he has dispensed with the normal recovery period. Mark finished second in each of the two 250 Expert motos behind Gary Bigley, despite crashing in both motos. That's an impressive comeback. Elsewhere in the 250 Experts, Jerry Symank took two thirds for third overall and David Stutts was fourth after Chuck Loftin, who was fourth in the first moto, broke his wrist in the second.

Many good Expert riders who had competed at Texas Stadium the night before, including Kent Howerton, and were not able to ride because of AMA rules and had to watch as Husky rider Dan Farley flew to victory in the Open Expert class. Roger Brown gave him some trouble in the first moto but couldn't complete the second. Second overall went to Buddy Kutzer on a Husky, followed by Rob Reynolds on a CZ, Husky mounted Kevin Horten, and Yamaha rider Milton West. In the 125 Expert class, David Daniels and Thomas James stayed close all day but Daniels came out on top in both motos and overall. Bobby Bullock rode two thirds to a third overall and Ronnie Foote moved into the fourth position with consistency.

Robbie Jones smoked the 125 Intermediates on his Honda leaving Kirk Hanna to pick up second and Phillip Liberty in third. The 250 Intermediate class has had a recent influx of 125 and 100 riders who have moved up and immediately dominated competition in that class. Mitch Mitchell, recently of the 125s, and Troy Patterson from the 100s captured first and second, and Rodney Randall, who recently acquired a new 250 mount was in the thick of things until he broke his body.

Dewitt Henderson dropped a 250 engine into his 400 Yamaha frame and polished off the 250 Novices leaving Brett Cooper and Ben Copelin in second and third. ●

Results in Results Section.

Mark Wheeless, the Austin flash, is back.

GREG LABBE

SRAC to Ferneyhough and Glasenapp

By Action Oz

BERTHOUD, CO., APR. 4

From mud to dust in a few daze — that's what awaited the large turnout of Novice and B riders on an MX Sunday. The Experts were there too, only not as many as Colorado has available. The reason for this is not known as the weather was right on for a motocross event. The ones who were there put on a super-fine dirt show .... Fernyhough, Glasenapp, Smith, Todd, York and on. The afternoon program got off later than usual because of the huge turnout of Novice riders in all classes. The first moto saw Open A rider Bill Ferneyhough jump to an easy lead and hold it all the way. Can't call Bill "Wild Man" anymore as he ran the smoothest that I've ever seen him run. Wayne York (Suz) chased him, but back aways for a second. The 250 As were next and Gary Glasenapp made up his mind to whip by everyone on the first lap to take it, followed by Jack Todd on his Maico. Stacy Smith flew his Yamaflyer, with the new Speedo shocks, further than anyone else in moto one.

The second go-around was later in the day than planned so it was decided to stagger start the Open As and 125 As. Fernyhough did a repeat of his first act and used his patented lines to play out the finale. It was Ferneyhough first overall and York second. Mike Tarter riding after a couple of years' absence pulled a highly creditable third.

Stacy Smith styled for an impressive first overall on his 125 Yamaflyer. The 250s came off the line next and again Glasenapp did his number for a first overall with Jack Todd picking up second. ●

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

VIEWFINDERS

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May 23

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April 14

TT/ST & HALF-MILE
Corona Raceway. Riverside Fwy. Pierce off-ramp, Corona, Calif. Gate open 5:30 pm, race 7:30 pm. Entry $4 1st/$3 others. Minis-750cc. 714/735-1705.

CMC NITE MX
Orange Cty. Int. Rcwy., Sand Canyon off-ramp of Santa Ana Fwy. in E. Irvine. Gate open 5 pm, prac. 6-7, race 7:30 pm. Entry $6 per class. 30% brass. Pro p.b. Sign up closes 6:30 pm. 714/552-5514.

April 15

AMA MOTORCYCLE SHORT TRACK
Ascot Park, Gardena, CA. Pro/Am with Nov. qualifying. 7 pm. 213/321-5323, 323-5055.

April 15-16

RUSS DARNELL MX SCHOOL
Saddleback Pk, Orange, CA. 9 am-3:30 pm each day. Entry $30. 213/367-1722.

April 16

D-36 TT SCRAM.
Fremont Raceway, Fremont, Calif. All classes & minis. Black Plates free. Open 3:30 pm, prac. 4:30, race 7 pm. $4 ride, $3 watch. 415/327-4461.

AMA PRO HALF MILE
Ascot Park, Gardena, Calif. 8 pm. 213/321-5323, 323-5055.

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry $5/Pro $10. Post only. Memb. req. $8, 100% p.b. 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SRA CLASS A SPEEDWAY
Orange Cty. Fairgrounds, Costa Mesa, CA. Regular season begins at 8:15 pm with team racing. Rick Woods, Billy Gray & the rest.

CMC NITE MX
Irwindale Rcwy., Irwindale, Calif. Gate open 4:30 pm, prac. 6, race 7:30 pm. Entry $6 per class. 30% brass. Sign up closes 6:30 pm. Adm. $3.50 adults; $2.50 13-16 yrs; $1 8-12 yrs. 213/334-4949.

April 17

D-37 DUAL EURO SCRAMBLES
Trona Rd, limed from Red Mtn., CA. Entry $7. Start 8 am. Course open Fri. for prac. Brass Sat. nite. 805/948-1361.

DRA GREASEWOOD DERBY
Limed 17 mi N of 4/Corners, Hwy. 395, L side. Also from Cal City golf course. Start 9:30 am. 3x30 mi. DRA bonus pts 1½ times. $390 cash purse. 20% brass. $3000 med. cov. Fin. pins. 714/373-4647.

D-36 HIGH PT SERIES ST
Lodi Cycle Bowl, Lodi, Calif. Series starts tonight thru May 22. Entry $3.50/$2.50 for 2nd bike. Semi pro 100% p.b. Sign up 4:30-6:30 pm, prac. 5-6:30, races 7 pm. All classes inc. minis. 209/368-7182, 931-3722.

D-37 DUAL EUROSCRAM
Teagle Wash, limed from Red Mtn., Calif. First race 9 am. Entry $6.50. Courses open after noon Fri. for prac. Lost Coyotes & Buzzards MC. 805/948-1361.

ELSINORE TT
Elsinore Raceway. Hwy. 74 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

CENTRAL

SRAC SHORT TRACK
Colorado Springs, Colo. Rains Rcwy. ¼ mi. S of US-24 on Powers Blvd. 303/591-2960.

April 17-18

AFM ROAD RACE
Ontario Motorspeedway, Haven exit off I-10, enter gate 8. Ontario, Calif. Sat. prac. 9 am, race 12:30; Sun. race 10:30 am. Entry Sat. $15 pre, $17 post; Sun. $30 pre, $60 post. Sun. 6 hr. Prod. race 250cc-Open. Sat. all classes not running Sun. 213/921-5657.

W/ERA ROAD RACE
Las Vegas, Nev. CANCELLED.

April 18

SHORT TRACK
Hermiston, Ore. 2 mi. SW of Hermiston on Westland Rd. Prac. noon, race 1 pm. Entry $3 per class. Blue Mtn. MC. 503/567-5744.

HILLCLIMB
De Anza Cycle Park, 10 mi. E of Riverside, CA on Hwy. 60, take Theodore off-ramp. Super Hill, Stock & Mod classes. Sign up 7-9 am. $6 entry. $3 gate. $2 watch. 714/653-5840, 653-7979.

CMC MOTOCROSS
Lake Madera, Madera, Calif. Take Cleveland exit off Hwy 99 & follow signs. Prac. 8, race 9:30 am. Entry $7/$10 Pros. $500 Pro purse. Free drawing for Honda XR 75 minibike. 209/674-4042.

AME EASTER EGG MX
Spillway Pk, US 101 to Santa Maria river bed. Start 9 am. Entry $6/$11 Pros. Easter egg hunt for kids under 7 yrs. 100% Pro p.b., 30% brass. Free camping. 805/937-6171.

PAUL HASSON MEM. HARE SCRAMBLES
Limed from Silver Springs, Nev. on US alt. 95. Riders mtg. 10 am, race 10:30 am. 3-30 mi. loops. 20% brass & fin. pins. Mail or post entry $12. Desert Bums, 2095 Ives Ave., Reno, Nev. 702/358-2387, 329-9264. D-36 pts.

CYCLE WORLD MX RANCH MX
Downtown Bullhead City, AZ. on the Colo. River. Entry $6/$15. Pros 100% p.b. Memb. req., $1 extra non-memb. Gate open 7 am, race 10. (AZ time). Free camping. 602/757-8303.

BOSS CMC SEMI PRO MX
Argyll Park, Hwy. 113, 12 mi. S of Dixon, CA. Gate open 6:30 am, race 9. Entry $8/$15. Easter egg hunt, egg races. 100% p.b. + 10% Pro fund. 30% brass. 916/635-5240.

MARATHON
Fremont Raceway, Fremont, Calif. 2 man, 2 hrs. 1½ mi. cse. No lic. req. 30% brass. Open 7:30, minis 8-9, $4 ride, 125-9:30; 250-noon; Open 2:30. $8 ride. $2 watch. 415/327-4461.

AMDRA REGIONAL DRAG MEET
Carlsbad Rcwy., Carlsbad, Calif. All AMDRA classes & "Dial your own" E.T. bracket racing. $2000 purse for Pros. Entry, Street $8 pre/$10 post; Sptsmn $12/$15; Pros $20/$25. Minicycle elim. too. 213/772-2774.

ATA BOGWHEELERS FUN TRIALS
Santee, CAlif. I-8 to Mission Gorge Rd., L on Carlton Blvd., L on Lake Cyn., R on Settle, L on Strathmore, follow signs to trial. Riders mtg. 10 am. Entry $4. No pts. 714/463-3187.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Int. cse. All classes. Entry $7/$10 Ex. Non memb. add $2. Gate opne 7 am, race 9:30. $3000 med. cov. Special Easter Egg Hunt for kids under 12 yrs. 213/830-7519.

EUROPEAN SCRAM.
Ehrenberg, AZ., I-10 to Blythe, go E over Colorado River to Ehernberg, behind Texaco Station. Sign up 8 am, race 10. Entry $5. Same day brass. Blythe Bike Boosters.

CANYON RCWY MX
Canyon Raceway, Phoenix, AZ. "You don't have to win to win" series. Be sure to deposit ticket stub for drawing held April 25. Grand prize, Honda ATC 70. Must be present to win Canyon Raceway, 12838 N. 33rd ST., Phoenix, AZ 85032.

MORENO VLY MX
De Anza Cycle Park, 15 mi. E of Riverside, Calif. Hwy. 60 take Theodore off, follow signs. Gate open 6:30 am, prac. 8, race 9. Entry $6/$10 Pro. 30% brass, cash to Pros. MVMC. 714/ 653-2633, 735-1301.

CMC SEMI PRO MX
Sand Hill Ranch, Rt. 2, Box 143 C, Brentwood, CA. Gate open 7 am, race 9. CMC cd. req. Entry $8/$15. 100% Ex. p.b., 30% brass. 415/634-3328, 676-1325.

AME MOTOCROSS
Valley Cycle Park, Moorpark, CA. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Spts. $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SEMI PRO SHORT T
Triple M Speedway, Marysville, Calif. ¼ mi. Gate open 8 am, race noon. Entry $5/$7 Ex. Minis-360cc. Pit pass $4. Watch $2.50. Class C traction. 916/742-1653.

D-36 MOTOCROSS
Plymouth Raceway. From Sacto, Hwy. 50 to Hwy. 16, E. to Plymouth, Calif. Gate open 6 am, sign up 7, prac. 8, race 9. Entry $8/$15 Ex. Watch $3. 100% p.b. to Ex. 916/961-3083.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323,

AMC MOTOCROSS
Rawhide Cycle Ranch, Elsinore, Calif. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post. $2 extra non-memb. $3000 rider med. ins. 30% brass, 100% Ex. pb. 714/581-2778.

CENTRAL

SRAC TT SCRAMBLES
Rocky Ford, Colo. Cty. Fairgrounds, N end of town. 303/443-0825.

SRAC MOTOCROSS
Colorado Springs, Colo. Aztec Pk., 6 mi. E of Peterson Field on St. Hwy. 94. 303/443-0825.

SRAC MOTOCROSS
Trinidad, Colo. Exit 10 off I-25 N 1 mi. on W access Rd to track. 303/443-0825.

SRAC MOTOCROSS
Leadville, Colo. Turn off US-24 at Pan-Ark Motel, 9 mi. S of Leadville, Go E 1 mi. across Arkansas River. 303/443-0825.

RABBIT RUN/RED RIVER MX SERIES
Red River MX, Bulcher, TX. D-20 pts. Four race series. Prizes. Must ride 3 of 4 races to be eligible. 214/272-6165.

75 MI CROSS COUNTRY BUDDY RACE
Midado Raceway, Stephenville, TX. STart noon. $2 gate, $4 race. Trail bikes $2. Buddy race-one bike two riders-change off. All classes. 817/965-6179.

AMA MOTORCYCLE SHORT TRACK
Ascot Park, Gardena, CA. Pro/Am with Nov. qualifying. 7 pm. 213/321-5323, 323-5055.

April 23

D-36 SCRAMBLES
Fremont Raceway, Fremont, Calif. Sign up 4-6:30 pm, prac. 5-6:30, race 7 pm. Entry $4/$4 pit pass. All classes + minis. 415/651-2545, 327-4461.

AMA PRO HALF MILE
Ascot Park, Gardena, Calif. 8 pm. 213/321-5323, 323-5055.

INDOOR MC SWAP MEET
National Orange Showgrounds, San Bernardino, Calif. 6-11 pm. Adm. $1.75, under 12 free. 213/588-7310.

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry $5/Pro $10. Post only. Memb. req. $8, 100% p.b. 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC NITE MX
Irwindale Rcwy., take 210 Fwy. to Irwindale Ave., Irwindale, CA. Gate open 4:30 pm, prac. 6, race 7:30. Entry $6. Memb. req. 213/334-4949.

April 24

D-36 NIGHT SCRAMBLES
Sacramento Rcwy., Excelsior Rd N of Jackson Hwy. Take Bradshaw Rd. off Hwy. 50 to Jackson. Sign up 5-6:30 pm, prac. 6-6:30, race 7 pm. Entry $5. Watch $3. All classes & minis. Sacramento, CA.

CMC SHORT TRACK
Cycle Land Speedway, Chico, CA. I4 mi. S of Chico at Hwy. 99E & Gage Shippee Rd. Sign up 5:30-7 pm, prac. 7, race 8 pm. Entry $4.50/$6 Ex. Watch $2.50. All classes thru 360cc. 916/342-9302.

CENTRAL

SRAC SHORT TRACK
Colorado Springs, Colo. Rains Rcwy. ¼ mi. S of US-24 on Powers Blvd. 303/591-2960.

April 25

VRA MOTOCROSS
Valley Cycle Pk, Moorpark, Calif. Ventura Fwy. to Filmore Fwy., to Tierra Rejada off-ramp & R 100 yds. Gate open 7 am, prac. 8, race 9. Entry Mini & PP $6; Sptsmn. $8/Ex. $12. Post only. Brass to Jr, p.b. to Ex. No memb. req. $3000 med. ins. Last VRA race before park closes. 805/529-9546.

D-36 MOTOCROSS
Marysville, Calif. Under 10th St. Bridge. N off 10th St. in Marysville, to 14th St. L & over Levee. All classes & minis. Hi pt. series. Sign up 7-9 am, race 9:30. Entry $7, $2.50 watch. 916/674-1036, 673-9681.

OBSERVED TRIALS EB PITS
Frank Raines Park, Patterson, CA. 17 mi. W of Hwy. 5, Patterson exit, follow Rd. R. Start 10 am. Entry $3/$4 non-memb. 5th Annual Stump Jumper. All classes. A&B loop. 415/223-8204.

AMA PRO HALF MILE
35th Ave. & Broadway, Phoenix, AZ. Start 7:30 pm. Full N ov/Jr/Ex prog. $1200 guar. purse. Gate open 4 pm. 602/276-7575, 274-5724.

CMC SHORT TRACK
Sand Hill Ranch, Brentwood, Calif. Entry $5. Race 11 am, sign up 8-10 am. Sptsmn. brass, Ex. 100% p.b. $3 watch. 415/634-3328.

D-35 BENEFIT MX
Spillway Park, Santa Maria, Calif. US 101 to Santa Maria, take Broadway off ramp to Santa Maria River bed. Sign up 7 am, race 9. Entry $8 all classes. 50% brass Cont. prizes. Free camping, Elks Bar-B-Que & Beer. Elks West Central Coast Cerebral Palsy 100% Benefit MX. 805/937-6171.

CMC SEMI PRO MX
Sand Hill Ranch, Rt. 2, Box 143 C, Brentwood, CA. Gate open 7 am, race 9. CMC cd. req. Entry $8/$15. 100% Ex. p.b., 30% brass. 415/634-3328, 676-1325.

MDRA DESERT SCRAMBLES
Ponderosa Ave. J to 143rd St., E. Lancaster, Calif. Start 8 am. Entry $10. 60 mi. Pre-ride Sat. noon. Free camping. 25% brass, fin. pins. No memb. req. 714/874-1728 875-1713.

OTHG MOTOCROSS
Spillway Park, Santa Maria, CA. Cerebral Palsy Benefit. North & South Chapters, Over The Hill Gang. 213/881-1929.

CMC BOSS SEMI PRO MX
T-Car Spdwy, Carson City, Nev. Gate open 6:30 am, race 9. Entry $8/$15. 30% brass. 100% p.b. + Pro pt. fund. CMC cd. req. 916/635-5240.

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. on 395. Turn at Border Town Bar & follow the black top to blue building. Reno, Nev. Classes 100cc-360 N/A/Ex. Mini 60/80/100. Sign up 8-10:30 am, race 12:30 pm. Entry $5. Reno Park MC, 9495 Fremont, Lemon Valley, NV. 89508.

CMC MOTOCROSS
Prison Hill-limed from Stewart exit, Carson City, Nev. 89701. Sign up 6-8 am, 8-9 prac., 9:30 race. Nov/Int $7 mail, $9 post; Ex. $15 post. 100% Ex. p.b. GP Productions, 101 Conestoga No. 50, Carson City, NV 89701. 702/883-5830.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7 am, sign up 7;8:30, prac. 8, race 9. Entry Spts. $7 mail/$10 post. Pros $12 mail/$15 post. Mem. req. $8. $4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 MOTOCROSS
Marysville, Calif., under the 10tth St. Bridge. Turn N off 10th St. in Marysville, go to 14th St., turn L & go over levee. Sign up 7 am, race 9:30. Entry $7. $2.50 watch. Yuba Sutter MC. 916/743-4224, 673-9681.

SRA TEHACHAPI GP
100 mi. races around rolling mtn. cse. 100% brass to finisher & horseshoe contest on Sat. Open to all classes. 4th annual event. 213/320-1015.

CMC SEMI PRO MX
Argyll Park, Dixon, Calif. Gate open 6:30 am, sign in 7-8:30, prac. 7:30-8:30, race 9. Entry $7 mail, $9 post. Pros $15. 100% Pro p.b., 100% mini brass, 30% brass all others. Norcal MX, PO Box 1918, San Leandro, CA 94577. 415/352-5219, 278-4269.

D-37 HARE & HOUND
Red Mtn., Calif. Limed from Red Mtn., Trona Rd. Start 9 am (PDT) -8 am (PST). Entry $8. Simi Valley MC Spirit of '76 H&H. 2-44 mi. loops. Trail Nov. all the way. 805/495-8979.

MOTOCROSS
Sage Park. 13 mi. S of Ridgecrest, CA on Hwy. 395. Start 9 am. Entry $6/$12 Pros. Sand Blasters MC. 714/375-8152.

CMC MOTOCROSS
Dunlap Cycle Pk, 38 mi. E of Fresno, CA on Hwy. 180 to Dunlap Rd., turn R, 4 mi. to track. Gate open 6:30 am, race 9. Mail $6/$10 Pros; post $8/$12 Pros. Free camping. 30% brass, 100% Pro p.b. Dan Green, 2250 E. McKinley, Fresno, CA 93703. 209/233-1834.

CMC MOTOCROSS
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry $8. Action Raceway. 916/241-1100.

MINT 400 DESERT RACE
Las Vegas, Nevada. Entry $250 + ins. 60% p.b. in class. Four classes; 0-175/176-250/251-over. Write Mint 400 Racing Headquarters, PO Box 2160, Las Vegas, Nev. 89101.

SATA OBSERVED TRIAL
For info. contact Gary Smith, Marana, AZ. 602/682-5583.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

CENTRAL

HARE SCRAMBLES
John Zink Ranch, on Hwy. 20 W of Skiatook, Okla. Start 10 am. Team entry $18/$10 solo. 150 mi. Tulsa Trail Riders. PO Box 35433, Tulsa, Okla. 74135. 918/492-7222, 627-4990.

BARTLEY GP (or) MUD-STOMPER ROULETTE
Bartley, Nebraska. 1 pm. Rain or shine, or snow. 12-mile laps with a 100 mi. minimum. New course. Sponsored by Lions Club. Mail entry $8/post $13. For entry; PO Box 31, Bartley, Nev. 308/692-3448, 697-4291.

3rd ANNUAL GHOST TOWN ENDURO
Thurber, Tex. Approx. 70 mi. W of Ft. Worth on I-20. Pre entry $12, after April 15, $15. For info: Trailblazers, 8604 Calmont, Ft. Worth, TX 76116. 817/535-2525, 293-4269.

RABBIT RUN/RED RIVER MX SERIES
Rabbit Run MX Park, Plano, TX. D-20 pts. Four race series. Prizes. Must ride 3 of 4 races to be elgible. 214/272-6165.

SRAC MOTOCROSS
Grand Jct., Colo. Exit 8 off I-70 to 29 Rd. N to track. 303/443-0825.

AMA PRO PRACTICE NITE
Oregon Sidewinders Track, 13500 Lawnfield Rd., Clackamas, Ore. 7-10:30 pm. AMA Pro licensed riders only. $2 admission chg. All proceeds to Mark Williams Benefit Fund. 503/659-1830, 659-1022.

TT/ST &
HALF-MILE
Corona Rcwy. Riverside Fwy. Pierce off-ramp. Corona, Calif. Gate open 5:30 pm, race 7:30 pm. 714/735-1705.

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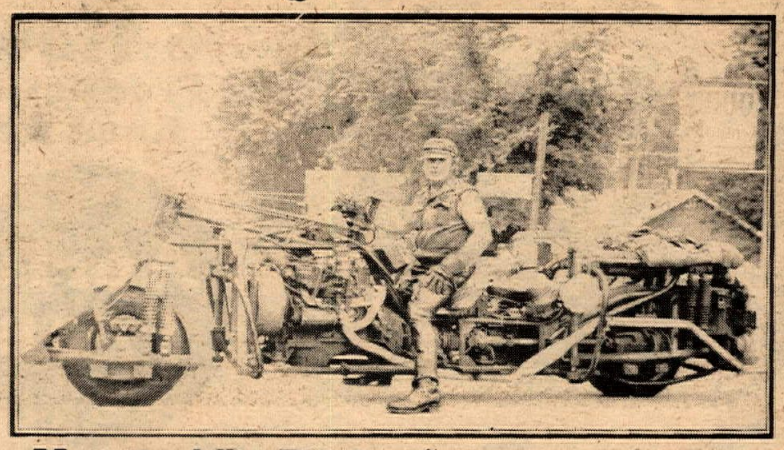

Monsterbike Poster 14" x 22" $1
Now you can own the Great American Motorcycle in livid black and white. Hours of fun just staring at it. Other side shows Evel Knievel sinking in the Canyon (full color).

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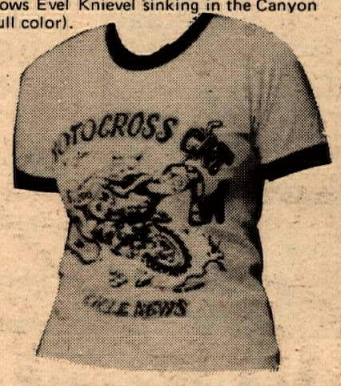
This is the one that started it all. Supply limited. Small and medium-size only.



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EXTRA CARTRIDGE ..... 89¢
T.Z. WHIPPY & CO. (43)

3rd Annual
Dirt Diggers M.C. Dinosaur TT Scrambles
May 2
4 strokes only
Perris Raceway
$8.00 mail or post (see Calendar). For info: Dinosaur TT, c/o Dirt Diggers M.C., 8925 Hargis St., Los Angeles, CA 90034. 213-649-1700 (Skip Kreps) Days Only.

The 2nd Annual A.F.M. 6-Hour Production Road Race

April 17-18

Ontario Motor Speedway

$2,000 guaranteed purse plus contingency prizes.
Pre-entry (before April 10)$30
Post-entry $60 per team
Classes: 250, 410, 550, 750, Open
Sprint races and practice on Saturday
AFM rules regarding Production will be enforced.
Overnight camping available
Phone (213) 921-5667 for information
Over $2,000 in contingencies already commited

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
April 17— MX using long course (same as Trans Am Series)
May 1 —Bel Ray Motocross
FREE oil to entrants
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

AMERICAN MOTORCYCLE A.M.E. INTERNATIONAL
Race with AME
1st & 3rd Sundays
Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd / 4th Sunday
Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required $8 per yr.
Every Friday Night
Indian Dunes
$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

CRC Race Schedule
213-830-7519
April 18 — Indian Dunes
(Special Easter Egg hunt for kids under 12)
April 25 — De Anza Cycle Park
$3,000 Medical Insurance

Let's show the world that motorcycle riders are No. 1

CMC NITE MX
Orange Cty. Int. Raceway. Sand Canyon off-ramp off Santa Ana Fwy. in E Irvine. Gate open 5 pm, prac. 6-7, race 7:30 pm. Entry $6 per class. 30% brass. Pro p.b. Sign up closes 6:30 pm. 714/552-5514.

AMA MOTORCYCLE SHORT TRACK
Ascot Park, Gardena, CA. Pro/Am with Nov. qualifying. 7 pm. 213/321-5323, 323-5055.

April 30

D-36 SCRAMBLES
Fremont Raceway, Fremont, Calif. Sign up 4-6:30 pm, prac. 5-6:30, race 7 pm. Entry $4/$4 pit pass. All classes + minis. 415/651-2545, 327-4461.

INDOOR MC SWAP MEET
Orange Cty. Fairgrounds, Costa Mesa, CA. Sellers spaces $10, pd. in advance only Buyers $1.50. 6-11 pm. Inter-Shows, PO Box 3334, San Clemente, CA 92672. 714/639-7440, 492-9938.

AMA PRO HALF MILE
Ascot Park, Gardena, Calif. 8 pm. 213/321-5323, 323-5055.

AMA PRO TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. $1500 purse. 503/659-1830, 659-1022.

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry $5/Pro $10. Post only. Memb. req. $8, 100% p.b. 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

May 2

DIRT DIGGERS 3rd ANNUAL DINOSAUR RUN
Perris Rcwy, Perris, CA. From L.A., Hwy. 60 E to Hwy. 395, S to Perris off-ramp. From Perris W on Hwy. 74. 4 strokes only. 350cc or more with valves, no reeds. Entry $8, mail or post. Sign in 7 am, prac. 8, race 9. 100% Dinosaur chips. No dist. pts., no memb req. 1/sase to Dinosaur TT, c/o DDMC, 8925 Hargis St., L.A., CA 90034. 213/649-1700. Days only.

CMC ROAD RACE
Ontario Motor Spdwy., Ontario, CA. All classes. Gate open 7 am, sign up 7-10, prac. 9, first race noon. Entry $12 pre/$17 post. Money & brass. 213/842-7433.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

CMC MOTOCROSS
Prison Hill-limed from Stewart exit, Carson City, Nev. 89701. Sign up 6-8 am, 8-9 prac., 9:30 race. Nov/Int $7 mail, $9 post; Ex. $15 post. 100% Ex. p.b. GP Productions, 101 Conestoga No. 50, Carson City, NV 89701. 702/883-5830.

WHISKEYTOWN ENDURO
Redding, Calif. D-36 pts. Entry $7.50; $3 extra per 3 man team. 500 rider limit. Approx. 90-100 mi. Start 8:01 am. Street legal or green stickie. Mail entry closes April 21. 3 sase to Redding Dirt Riders, 5177 Old Alturas Rd., Redding, CA 92601. 916/547-3892, 241-8195.

AMA SCRAMBLES
Oregon Sidwinders Track, Clackamas, Ore. 1 pm. Minis-500cc. 503/659-1830, 659-1022.

D-36 SEMI PRO HALF MILE
Orland, Calif. All classes. Spec. 750cc class for Jr/Ex. Gate opens 7 am, race noon. Minis too. Entry $4 mail/$6 post. ARagon MC, PO Box 1311, Novato, Calif. 94947. 415/892-5350.

1st ANNUAL ARMADILLO SCRAM.
Ft. Hood, Texas. W on Rt. 190 out of Killeen, Tx., take Clear Creek Rd. exit (3 mi. W of Killeen) & follow signs. Starts noon. Entry $5/$7 post. Ft. HOod Dirt Riders Clb., PO Box Drawer A, Ft. Hood, Tx. 817/634-1716. After 6 pm.

MAMMOTH 200 MILE GP
Shady Rest Park, Mammoth Lakes, Calif. 10-20 mi. laps. No post entries. 714/934-2324 btwn. 8-5 pm. Turner Gas Co.

SHORT TRACK
Hermiston, Ore. 2 mi. SW of Hermiston on Westland Rd. Prac. noon, race 1 pm. Entry $3 per class. Class C tires. Blue Mtn. MC 503/567-5744.

SRA SPRING FLING ENDURO
Trona Rd., Calif. Women & kids go 1 loop on Sat; rest go 70 mi. on Sun. Pins & 20% brass. All classes inc. -16 & over 35 Beginner, A,B,C. 213/320-1015.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, Calif. Sign up 9 am, school 10 am, competition noon. $5 club memb., $7 non-memb. for trials. Free school for memb, $2 non-memb. PO Box 2155, Orange, Calif. 92669.

May 5

CMC HSMX
South Bay Park Spdwy., Otay Mesa, CA. I-805 S of Chula Vista, Otay Mesa Rd. off-ramp, 4 mi. E. Pit gate open 4:30 pm, prac. 6, race 7:30. Entry $6. $3000 med. cov. 714/420-7414.

May 7

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, Calif. Part of Lodi Hi-Pt. series. Semi Pro 100% p.b., sign up 5-6:30 pm, prac. 5:30-6:30, race 7:30 pm. All classes + minis. Entry $3.50. $2.50 2nd bike. 209/368-7182, 931-3722.

May 8

TRI STATE HSMX CHAMPIONSHIIP
Susanville, CAlif. Limited entry opens April 5. Pre entry $5, post $15. All classes. Proof of High School attendance required. Doc Blevins, Lassen High School, 1110 Main St., Susanville, CA 96130. 916/257-2141.

AMA SHORT TRACK INDOOR STATE CHAMPIONSHIP
Long Beach Arena, Long Beach, Calif. Tickets avail. at Arena, Ticketron, Mutual & Liberty outlets. 714/494-6568.

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

May 8-9

6th VIRGINIA CITY GP
Virginia City, Nev. Approx. 150 mi. course. 400 rider limit per day. Entry opens Apr. 1, close May 1. Entry $15 mail/$100 post. AMA cd. req. Entry & info. 3 sase to Western State Racing Assn., PO Box 7244, Reno, NV 89509. 702/972-1853, 358-2706.

May 9

D-37 GREAT TEAM RACE H&H
Soggy Dry Lake, Calif. Limed from T-Cafe, Lucerne. 9 am Le Mans start; 8:45 for Women. Entry $16 per team. Nov. team together/Sr. team together. 2 bikes of different size ok. Special jackpot for $10 with 100% p.b. Desert Barons MC. 714/875-9017.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
Sunnymead, Calif. 15 mi. E of Riverside on Hwy. 60, Theodore off. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

INDIAN DUNES PARK
2 mi. W of I-5 on Hwy. 126, Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays.
AME every Friday night.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY INT'L RCWY
East Irvine, Calif. CMC nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SAND HILL RANCH
Brentwood, Calif. Take Vasco Rd. turnoff from 580 & follow to Camino Diablo, turn R, first ranch on R. 415/634-3328, 6 634-2086. CMC MX every Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.
AME 1st & 3rd Sundays.

Dirt Track

CYCLE LAND SPDWY
Chico, Calif. 14 mi. S of Chico at Hwy. 99E & Gage Shippee Rd. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
Durham Rd., off Hwy. 17, 9 mi. N of San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
35th Ave. & Broadway, Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

WEST CAPITOL RCWY
4200 West Capitol Ave., West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Spet. 10. 916/961-7484, 371-3050.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.

Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assoc. 714/639-5832. Every 4th Sunday of month.

Speedway

ELSINORE RACEWAY
Elsinore, Calif. Speedway Practice. 714/826-2386, 674-5383. Every other Sunday.

CENTRAL

Motocross

ANTELOPE CREEK MX
8 mi. W. of Borger, Texas on Hwy. 136 N of Amarillo on Hwy. 136, 30 mi. to Fritch, 4 mi. E. of Fritch on 136. 806/273-6571, 806/857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
4 mi. E. & 4 mi. S of Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

COUNTY LINE CYCLE PARK
2 mi. S of Hwy. 183 on County Line Rd., Irving, Texas. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

HI-NOON OPTIMIST MX
Big Spring, Texas. 1 mi. N of I-20 on FM 700. Hi—Noon Optimist Club. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & ½ mi. N. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Texas, 1 mi S of Kingsville. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, w on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
S of Mansfield, Tx. on Hwy. 157. Every Friday night thru Sept. 817/267-9153, 237-8138.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Texas. 3 mi. S. of Alvarado on I-35 W., Greenfield & Barnsville exit 2 mi. E & follow signs to track. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Texas. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PK
I-35 btwn. Carrolton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi. then 2.5 mi. 405/372-7222.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, ¾ mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Belt Line Rd., W of 135E in Carrollton, TX. AMA Short Track every Saturday night. Pro race every 1st Saturday. 214/241-1359, 242-8117.

COLO. NAT'L. SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

MIDADO RACEWAY
Stephenville, Texas. Take FM Rd. 2157 E 8½ mi, follow signs. Cross Country every third Sunday of month. 817/965-6179.

ROSS DOWNS
Btwn. Ft. Worth & Grapevine on Hwy. 121, Business, Garland, Texas. AMA Amateur Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SRA COMING EVENTS

April 25 Grand Prix — 4th annual — 100 mile Tehachapi GP — with 100% trophies — Virgin 11 mile course in rolling terrain with some asphalt — medical insurance — Saturday horseshoe contest.

May 2 Enduro — 4th annual Spring Fling — with all enduro classes — Women + "C" — under 16 riders can ride on Saturday (1 loop) or Sunday (2 loops). Start & finish pins.

May 16 Grand Prix — On the off-road course at Riverside International Raceway — 70 mile races for all classes including Beginner, Novice, and Advanced. Team races also — Finisher pins and 20% trophies.

Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

The Owyhee MC of Boise, Idaho presents Boise's famous
TT WEEKEND
April 23— 1/8 Mile Short Track 90% Payback
April 24— Motocross 90% Payback
April 25— 22nd Annual NW TT
For Information phone (208) 342-1261 or 375-6863
COME ON UP TO IDAHO FOR SOME REAL FUN!
Racers' Camping at Track
Spectator & rider insurance provided

TT every Sat. night
Gate $2.00, Race $3.00, Sign in 6, Practice 7, Race 8, All classes, Beg. thru Exp. Mini thru Open. Clubs or groups have own class, 20% trophies.
ELSINORE RACEWAY
714-826-2386, 714-674-5383
Hwy. 71 at Lugonia Ave., Lake Elsinore

AMC
RACE SCHEDULE
Apr. 11 — Saddleback
Apr. 18 — Rawhide
Apr. 25 — Saddleback
May 2 — Carlsbad
INFO 714-581-2778

WANT ADS

Wanted sales, service & parts
Qualified personnel, with experience, good pay. Call Tony, Hollywood Kawasaki. It may pay to switch. Hollywood Kawasaki (213) 466-8451. (14/2x)

'76 Suzuki RM 250
Going to college. Ridden 6 times, immaculate, $1,000 or best. (213) 346-6294. (15)

'70 YAMAHA 125, good condition many extras, too many to list. Cheap. Call after 6 p.m. (714) 962-5228. (15)

'73 Ossa SDR
Clean, no dings, $550.00 or best offer. (714) 874-2251 or (714) 825-9074. (15)

1975 SUZUKI TM 125. FORWARD mounted shocks, ported, CZ bars, fork kit, no oil injection, never raced. $525.00 or best offer. (213) 397-6489. (15)

1975½ KTM/Penton GP 250
Very reliable, D.I.D. rims, gas Girlings, new style everything, $900. (213) 396-4487.

BRIDGESTONE/ROCKFORD parts. Mailed anywhere. AGETCO, N. 6320 Market, Spokane, WA 99207. (15/E.O.I./3x)

Wanted exquisite sales representative
To sell Southern California distributors of motorcycle accessories. Unlimited area available. Send resume to: P.O. Box 653, Chatsworth, CA 91311. (213) 886-7878.

Sale
All Kawasaki & CZ enduros — 90cc to 350cc models as low as below dealer cost — Sale based on first come first serve basis — Call for detailed info — We ship anywhere. South Bay Motorcycles, 2001 Artesia Blvd., Redondo Beach, CA 90278. (213) 379-1083 or (213) 772-1647. (15/3x)

'75 YZ 80
Boge shocks, fork kit, Fun-N-Fast filter, ported & polished, excellent condition, $375.00. (213) 768-3511. (15)

'74 Maico 400
Fox forx & shox, w/M pipe, pegs, G.P. seat, Pettys, xlnt. cond., $800. (213) 826-4114.

'75 Bultaco Sherpa T 350
Super clean! Ridden only 220 miles, $950.00. (714) 893-4895. (15)

Tri 500 street or dirt, new engine
Spec. prep by Mike Burke. Call (213) 780-0779. (15)

I quit; equipment for sale
Brand new 36" Bill Walters leathers, $50.00. Almost new; 7½ Bell Star 120 helmet, $45.00. Malcolm Smith boots, 8½ for $45.00. Call p.m. (714) 529-0703. (15)

'74 super bitchen F.M.F. 125
This baby is F.M.F. equipped. Has super suspension, "power-galore." Engine modified to the max! Has everything & $1,500.00 invested. Primo condition, ultra-fast. Must see, $600.00/best offer. (213) 397-9904. (15)

Motorcycle salesman
Experienced salesman needed immediately. Year around position. Salary plus commission, paid vacation & holidays. Suzuki, Norton & Moto Guzzi dealer. San Fernando Valley, Jerry (213) 849-7295. (15)

1964 Cotton 250 MX
Villiers type 36A engine, new square barrel and piston, bike rebuilt completely, alloy wheels, glass tank, leather seat, springer front end, 235 pounds wet, $325. (213) 394-0886. (15)

'72 Ossa MAR trails, $400.00
Sacrifice to a loving heart. Bike runs and looks great. (213) 697-2978. (15)

Honda 125 Elsinore
1974, fine condition, ported, new front tire and shocks. New bike forces sale. See to appreciate, $500 ? (714) 532-2209. (15)

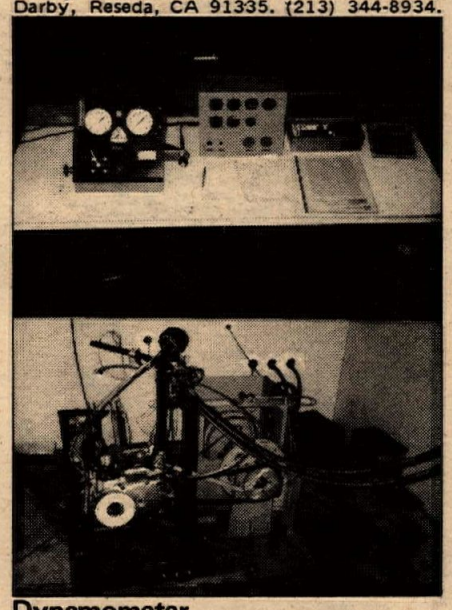
'74 Yamaha 100 MX
Like new condition. Will trade for '74 or '75 XR 75. Either 81, 2, 3, or over cc. (714) 846-7317. (15)

TZ 250, clean & fresh, $1500.00. (303) 755-4387. (13/3x)

Take your Dinousar out and play with it!
DDMC (14)

Now in stock
YZ 250s, YZ 400s, YZ 80Bs, YZ 125Xs & XT 500Cs. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (10/TFN)

Pro-Accessories
Now you can buy your Scott replacement lenses at dealer cost! If you buy five or more at 50¢ each plus tax. Specify color: Smoke, yellow or clear. All mail orders add 50¢ for postage and handling. Pro-Accessories, 6727 Darby, Reseda, CA 91335. (213) 344-8934.



Dynamometer
100 HP capacity, will hold eng. alone or complete chassis, with full remote controls including electric starter. Has exhaust temp., cylinder head temp. and hydraulic torque read out, $795.00. (714) 440-9223 day, (714) 460-2811 eve. (15)

'75½, 400 mono, 100% cherry
Less than 100 trail miles, never raced, stored 6 mos. $975.00/offer. (714) 653-6729. (15)

Malcolm Smith M/C
OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

TA 250 YAMAHA RR with extras, $800.00. Enclosed 6' bike trailer, $200.00. 360 Champion Yamaha, $1200.00. Call Walt Foster (714) 875-4907. (14/2x)

BELL STAR 125 helmet, xlnt. cond., 7-3/8, $40. (213) 438-0683. (15)

'72, 250 CZ. MIKUNI, Akronts, electronic ignition, Konis, plastic tank, new piston, Magura throttle. '72 Honda 250 XL, off road. Both excellent. (714) 826-1085. (15)

For sale, Bultaco dealership
Southern California competition shop with full line of accessories and repair dept. High income yield to owner. Call (213) 559-9400, ask for Buck Harris. (15/2x)

XL-350 Honda engine in crate
Sideport engine, never out of crate, $465.00. Call Gary Tues.-Fri. 8:00 a.m.-6:00 p.m. (714) 540-7351. (15)

1974 XL350
7 K mi., good bike, no junk. Asking $650. (714) 529-8558. (15)

'73 Rickman Hodaka Super Rat
100cc MX winner — A1 condition, many extras, $295. (213) 375-0891. (15)

'75 Can-Am 250 GP
Strongest, most reliable engine made, super competitive, excellent condition, $1,095.00. (714) 545-4143. (15)

Husky "125" '74
Excellent condition, new top end, laid down Girlings, FMF porting, milled head, nitrogen forks, new tires, lots of extras, $675.00. (415) 837-7074. (15)

'72, 450 HUSKY, IMMACULATE, complete rebuild, 2 swingarms, Mikuni-Bing, 2 tanks, dual coils, Honda seals, air box, skid plate, spline, primary, $800. (714) 496-6336. (15/2x)

Suzuki inner engine cases
For TM 250. Call anytime (213) 645-1483. (15)

Slideways '73 Bultaco Astro
New, crank (wheels & rod), bore, all bearings, primary and rear chains, seat and paint. Only 5 hrs. on everything. Bike is perfect, $500.00. Call after 7:30 (714) 633-4918. (15)

Fire sale Kawasaki, new & used
Large number of smoke to fire damaged bikes. 80cc to 900cc from $150.00. Also parts & accessories. Hollywood Kawasaki, 1339 N. Highland Ave., Hollywood, CA. (213) 466-8451. (15/2x)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

1972 HUSKY 250 WR. $550. Mikuni carb, Pro-Fab needle-bearing swingarm 20mm O.S., Koni shocks, skid plate, Filtron, J-bars, Magura power levers, Pacifico fenders, and more. (213) 581-1733. (13/3x)

"Mickey Thompson likes"
his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (7/EOI/5x)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (10/TFN)

'75 Honda Elsinore, $500
FMF porting, 30mm D&G swingarm, Boge shocks, air forks and new Trelleborg tires. (714) 531-7598. (15)

TZ 250 ½ miler
This bike has the best of everything. Only ridden 3 times and has plenty of spares, tires, gears, etc. . . best offer over $1,400.00. Call anytime (702) 825-7915. (15)

TZ 250 monoshocker
This bike has not been ridden — it has Don Vesco seat and fairing. Bike was professionally put together. Best offer over $2,100.00. Also TZ 250 ½ miler, super sano, best offer over $1,400. (702) 825-7915. (15)

Trackmaster Triumph
Fresh 750 engine — TT or ½ mile — $1500 — 400 Maico engine complete, $150. XL-350 Honda frame, tank, seat & rear wheel — offer. (408) 422-7694. (15)

1975, 250 GP Maico
Excellent condition, must sell, $750.00 firm. (714) 675-3457. (15)

Cash for your Smuggler
Have $1500, want Smuggler trailer. (714) 249-3428. (15)

Dealers !!
Tired of getting ripped for polyethylene fenders & airboxes? Get 'em from me! '76 Bul-Maico stuff now available. Inquire on letterhead for current list. Dave Nielsen, 1810 Cheryl Court, Arlington, Texas 76013. (817) 277-9917. (15)

B.S.A. parts
500 MX complete front end wheel, tire, forks, fender, bars, levers plus rear wheel & tire, $150.00. (714) 831-0261. (15)

'75 Bultaco 360 Pursang
Cantilevered, other extras, $750.00 or best offer. Good condition, must see to appreciate. (714) 534-6495. (15)

Father/son/daughter special
'72, 250 Ossa Stiletto, $425. Great shape, '67 Suzuki 80, $100. Good beginner dirt bike. Both ready to ride. (714) 962-5025. (15)

250 MAICO 1972 — INTERNAL fork springs, ridden very little, never raced, like new $550.00. 3 rail motorcycle trailer, extra long — $125.00. (213) 248-0849. (15)

1972 Husqvarna
450 WR, EXCELLENT CONDITION, never raced, $600.00 or best offer. Danny (213) 462-1069. (15)

'74 Husky 125
Excellent condition, very fast, gas Girling shocks, air forks, custom made intake manifold, 32 Mikuni, ported to factory Husqvarna's specifications, $850 or best offer. Call after 2:30 (213) 799-8274. (15)

'75, 400 mono — 38mm Mikuni
Terry kit, mono mod. chain tensioner, super clean, $900.00. Also brand new carb., $32.00. (213) 923-7807. (15)

TT 500 swingarms $119.95
Super strength boxed aluminum. Total weight only 5 lbs. Fits stock frames with no modification. Adjusts to 1" longer wheel base. Our other fine products include: Hi-Pipes, aluminum skid plates, cams, carb kits, air filter kits, rear shocks, air/oil fork kits. O.C.C./Mono-Mods, 13666 Harbor Blvd., Garden Grove, Calif. 92643. (714) 530-7340. (13/3x)

Career opportunities
Yamaha dealership serving Galveston County, Texas, has immediate openings for manager, mechanics and parts personnel. Growing business offers good salaries and incentives for experienced applicants. Send resume or ask for application. Pat Ball, Box 4020, Baytown, TX 77520. (713) 422-3551. (13/4x)

Wanted experienced parts manager & M/C sales person
For Honda & Yamaha store in Lake Tahoe. Call (916) 541-0896, evenings (916) 541-5530. (13/4x)

'72, 175 YAMAHA dirt bike, street legal — extras. $325.00. (714) 827-2634. (15)

*** '71 Maico 400, $475 ***
Never raced, desert tank, skid plate. Ask for Jery: days; (213) 435-1121 Ext. 313, nites (714) 893-7091. (15)

'75, 400 mono, $875, must sell
Not used for 6 months, many extras. Before 5:30 (213) 875-2060. (14/3x)

100cc Steens Hodaka
Wife's bike, seldom ridden! Ceriani forks + many, many extras! $275.00. (714) 838-2902. (15/3x)

'73 Yamaha 125 MX
Wife's bike, S&W springs, fork kit, excellent condition, $350.00. (213) 530-7579 or (213) 378-5488. (15)

Factory Miller Mano YZ125
'76 Yamaha monoshock, only 3 races, Miller Mano boost porting, Porcupine head, 32mm Mikuni, trans. mods, "Moto-Plat ignition," After Burner pipe, monoshock mods, external fork springs, much, much more. $850.00 or best. (714) 599-7054. (15)

Malcolm Smith G.M. boots
Very good condition, waffle soles, size 11, 15" high, quick on-off straps. Reg. $79.00, asking $40.00. (714) 537-6103. (15)

Doctor says quit riding
Must sell two 1975 Yamahas. 250 monoshock and 250 enduro. Also have 3-rail trailer. Sell separate or $1,800.00 takes all. (213) 773-3537. (15)

Yamaha RT2 360 MX
Completely rebuilt, 3 gal. tank, extended swingarm, 5 inch Curnutts, fork kit, 3.50 & 4.50 Cheng Shins. Great desert bike, $400.00. (213) 768-3511. (15)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $235.00. Ken's Custom Trailers, (213) 634-6287 or (213) 862-8601. (8/TFN)

For sale
1974 Bultaco Pursang — good condition. $650.00 or best offer. Call (213) 868-0617 or (213) 865-4223. (15)

Honda 125 Elsinore
'73, clean, fast, great condition, best offer. (213) 365-2135. (15)

Broke arm, must sell everything
'71, 400 Husky, immaculate, 75 suspension air forks, gas Girlings, speedo, Vesco tank, many extras. '69, 360 Husky, excellent cond., 75 susp., extras, $70 400 Husky basket case, many other items. (213) 421-0248. (15)

Color Great Bear G.P. photos
Available at all D-37 and DRA desert events or send $5.95 and number to: COLOR ACTION PHOTOS, Brian Klock, 2312 N. Baker St., Bakersfield, CA 93305. (14/2x)

1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trial — $1.00 for post. & hand. — California residents add tax). Bonar Ent., 3128 Auburn Blvd., Sacramento, CA 95821.

Honda mechanic
Salary or commission, full time, experienced only. HONDA PARTS MAN, experienced. Apply Hacienda Heights, 507 N. Azusa, La Puente, California. (213) 968-6461. (14/2x)

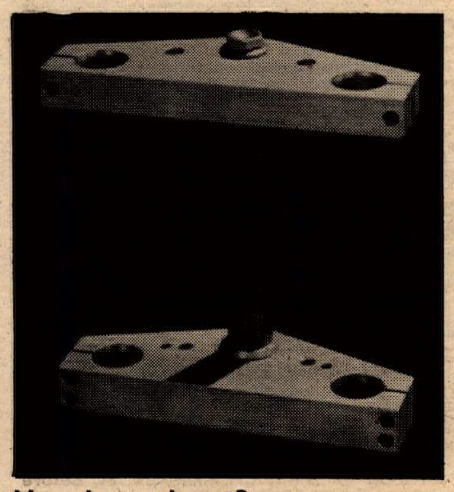
RM 250
Factory cylinder, ignition, forks, 38 Mikuni, Metzelers. Roosts with Narby power band, $1000.00. 8-5 (213) 530-4656. (14/TFN)

Bryar Holcomb's '75¾ Bultacos
250/360, $1,000 ea. Prepared to Holcomb's demands, immaculate, "0" races on fresh machine. See at Bay Area Bultaco or call (213) 353-8737. (15)

CUSTOM-BUILT eight-bike trailer, $500.00. (714) 544-2207. (12/4x)

MOTORCYCLE AND RELATED BUSINESSES information center. To buy or sell (including real estate) contact: Hal Grady owner-broker, America 200 Realtors, 1825 N. Oxnard Bl. Suite No. 1, Oxnard, CA 93030. Lic. No. 1-413075-3. (805) 487-0469. (12/4x)

'73 Hodaka Super Rat
Curnutt shocks, 21" front wheel, stock engine, $350. Also TOP GEAR MX boots, size 8, $35. Both bike and boots in mint condition. (213) 327-2393. (15)



Yamaha wash-out?
Cure it! Install my custom triple clamp. Will fit any tube diameter on request. For most bikes. Changed geometry makes cornering positive and stable. All hardware included, $79.00. Contact Bill Cramer, Box 25, Apache Junction, AZ. (602) 986-9262. (13)

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

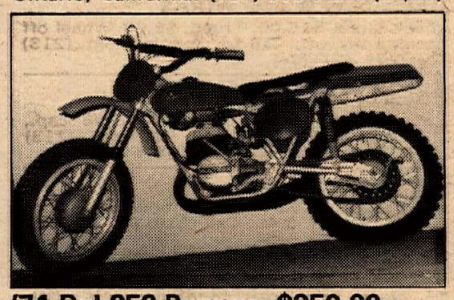
$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

'74 Honda XL 350
Very clean, two pipes, cam, $900.00. (213) 426-3598. (14/2x)

Custom screen printing
— One stop service for — MX jerseys — T-shirts — decals — jackets — sweatshirts, etc. Individual names (3") & numbers (8"). Art service available. (714) 522-5033. (14/2x)

Honda mechanic or trainee
Apply Ontario Honda, 1170 West Holt, Ontario, California. (714) 983-0695. (14/2x)



'71 Bul 250 Pursang, $350.00
Has been in storage for last 6 months, excellent condition, B&J RM Boges, Maguras, 460 Yokohama, very clean, reliable, & fast, many extras. (213) 670-1349. (15)

'74 Honda MT 250
Down pipe, skid plate, Bell helmet, excellent condition. Before 2:30 p.m. (714) 522-2776. (15)

'75 GP Husky
Never raced — has all the good stuff! Set-up for Baja by K&N. Asking $1250.00. Evenings (714) 792-1877. (15)

Yamaha 360 TT & ½ mile
Boss frame, Betor, Koni, Barnes, Pipeline, all stock parts plus extras. $15000.00. Call nights, late (503) 284-4471. (14/2x)

18' SMUGGLER, SLEEPS SIX, roof, air, tool box up front, hauls 4 bikes, $2,600.00. (213) 830-5331 before 5:30. (15)

Prospectors M/C Hare & Hounds
from here to there! (12/9x)

'74 YZ 250 COMPLETE BIKE less engine, $400.00/offer. '73, 360 MX Yamaha engine, frame, forks, pipe and wheels. Bultaco tank, make offer. (916) 489-9457. (14/2x)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Honda mechanic wanted
Previous Honda experience required. Holidays, group insurance, union forms all paid. Honda Temple City, 9228 E. Las Tunas Dr., Temple City, CA 91780. (213) 287-0781. (15/2x)

From "Turkey" to Tibblin
The G.P. Husky will do the most for you. We will do the most as a dealer for you. Husky, Maico, KTM, Hodaka. Bill Saltzman Motorcycles (213) 337-6811. (15)

Never raced 1974 TZ700
Yamaha road racer, $3,500. Call Frank Ulicki after 6 p.m. (414) 421-5983. (15/3x)

'71 Husky 400
New shocks, new tires, new bottom and top end, 4 speed, skid plate, excellent condition. Must sell, $550.00/best offer. (213) 422-9782. (15)

'71 YAMAHA 360: Expansion chamber, plastic tank; see to appreciate @ $350. (213) 649-0455. (15)

Trickest CZ
'74 red frame, laydown gas Girlings, aluminum pipe, 34 Mikuni, chrome moly bars, Magura levers, D.I.D. front, very clean. $750.00. After 5, Jeff (213) 862-7992. (15)

Classic '66 Greeves
250 Challenger, excellent condition, Norton Villiers engine, leading link front, spare parts, manual. A steal at $450.00. (817) 947-5674. (15)

SUZUKI TM 125. FMS, ex. swingarm, cus. pipe, runs, premix, ex. cond. $425.00 or best offer. (213) 339-3285. (15)

Montesa trials 250
1970, mint cond., ridden by Malcolm in "On Any Sunday." $450.00. (714) 879-5737. (15)

4 rail trailer
New 14" wheels, 2000 cap., excellent condition, $300.00. Must sell. Call after 5:30 p.m. (714) 630-7859. (15)

'74 CZ red frame 250cc
Betor front forks, Pro-Fab FMS, Hoover pipe, Konis, 8 ga. spokes, 36 Mikuni, Motoplat, $550. After 5:30 p.m. (213) 329-5906. (15)

1974 Honda CR125 — red
Lay down Boges/coolers, H/D rod kit, 32mm Mikuni, ported, T&M pipe, $600.00. (714) 539-3509. (15)

'74 Husky 250 R.T. wide ratio
On original bore, never raced, new Vesco fat-skinny, new Mikuni 34mm, good, reliable enduro bike, $775.00. (213) 439-4512. (15)

'74 Husqvarna mag
Ridden very little (7 times), super excellent condition. Many extras!! Maintained with perfection. Late '74 model, $910. Ask for Mitch (213) 944-7625. (15)

One of Jawa's best years
1969 Jawa 350 Californian, 8,500 miles, very good condition. New pistons, rings, bushings, dynamo, tools, extra plugs, parts, oil included. Best offer — early a.m. & evenings (213) 426-3603. (15)

Parts person wanted
Permament position. San Fernando Valley, Suzuki dealer. Paid vacations & holidays. Some typing, will train. Ask for Jerry (213) 849-7295. (15/TFN)

Penton KTM parts at dealer cost
Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, CA. (213) 994-2800 or (213) 994-2882. (10/TFN)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

'73 trick 400 CZ
Has everything but a tape deck. $600 or best offer. (213) 924-4888. (10/TFN)

Harley mechanic
or parts man for Reno dealership. Up to $250/week. Great area for skiing, hunting, riding. Must care about people and his work. (702) 329-3842. (12/4x)

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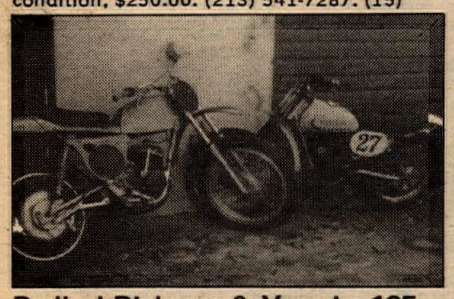

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LaHabra

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HARLEY DAVIDSON OF LONG BEACH. 3654 Long Beach Blvd. 213/426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8:30 to 5:30., Sat. 8-4:30.

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